Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3695

USO DAY

By the President of the United States of America

A Proclamation

The United Service Organizations—the USO—was created nearly twenty-five years ago to fill a vital human need on the part of millions of young Americans serving in our Armed Forces. It was created in 1941 to provide a breath of home for American service men and women, wherever in the world they might find themselves.

Today these initials are known to all Americans, for millions of us have either helped the USO or have been served by it.

In unfamiliar cities, in countless foreign lands, the familiar USO sign has welcomed more than 20 million Americans in uniform. It is serving today no less than in the past. In a world where the burden of arms is part of the price of freedom, almost three million Americans are still in uniform. Almost one million of them are overseas. Almost two hundred thousand of them are in Vietnam. Wherever they go, the USO goes with them.

The USO brings more than entertainment. No matter how difficult the conditions, the USO strives to create an environment where a service man or woman can relax, listen to a record, meet friends, watch a show, get help with personal problems, or write a letter home.

The needs of the human heart do not change. Wherever young Americans are stationed, the soldier's age-old questions are still asked: "Does anybody know I'm here?" "Does anybody care?" The USO is the American public's way of answering, "Yes."

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby proclaim February 4, 1966, as USO Day, and urge the people of the United States to give their enthusiastic support to the United Service Organizations.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirty-first day of December in the year of our Lord nineteen hundred and sixty-five, [SEAL] and of the Independence of the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 66-202; Filed, Jan. 4, 1966; 4:20 p.m.]

Rules and Regulations

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 962; Amdt. 1]

PART 95—CAR SERVICE

Brimstone and New River Railway Corp. Authorized To Operate Over the Brimstone Railroad

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 27th day of December A.D. 1965.

Upon further consideration of Service Order No. 962 (30 F.R. 8793) and good cause appearing therefor:

It is ordered, That § 95.962 *Brimstone and New River Railway Corp. authorized to operate over the Brimstone Railroad Co.*, of Service Order No. 962, be, and it is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* This order shall expire at 11:59 p.m., June 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1965.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies secs. 1(10–17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4))

It is further orderd, That copies of this order and direction shall be served upon the American Short Line Railroad Association and upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 3.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 66–149; Filed, Jan. 5, 1966; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6486; Amdts. 25–8; 121–15; 37–5]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Installation Requirements and Revised Minimum Performance Standards for Flight Recorders

The purpose of these amendments is to establish installation requirements for flight records on transport category airplanes and to revise the minimum performance standards for the manufacture of flight recorders. These amendments are designed to increase the accuracy of recorded information and to improve the "crash survivability" of this information.

There are presently no Federal Aviation Regulations governing the installation of flight recorders in airplanes. In the past, flight recorders were installed in accordance with policy guidelines set forth in CAM 4b.606–2. In Notice 65–4, published in 30 F.R. 2468 on February 25, 1965, the Agency proposed to update the policy material and to incorporate it into Part 25. The proposed requirements generally followed the installation requirements for cockpit voice recorders.

The amendments set forth hereinafter are based on, and reflect the pertinent comments concerning, Notice 65–4. Except as modified by the following discussion, the reasons for these amendments are those contained in the notice.

1. Amendments to Part 25: In connection with the foregoing, the proposed rule has been changed in response to comments received, to permit the first pilot's compass system to be used as a recorder data source. Moreover, the proposal has been revised to make it clear that it is the data obtained from "sources other than the first pilot's instrument system" that must meet the specified accuracy requirements rather than the recorded data. In addition, the regulation has been changed to permit the flight recorder to be connected to the same central air data systems (CADS) as the first pilot's instrument system, notwithstanding the provisions of § 25.1333. The Agency is aware that the accuracy of recorder information would be improved if the recorder used the CADS for data input.

Certain of the comments received regarding the vertical acceleration sensor requirement were concerned with the necessity of making the required relocation on existing installations within the compliance time specified in the proposed amendment to § 121.343. However, as discussed in more detail hereinafter, the June 1, 1966, compliance date has been substantially extended, therefore the affected operators should have sufficient time to make the necessary change. Moreover, the Agency is aware that with respect to at least one flight recorder, the manufacturer has issued a service bulletin containing the necessary design data for a remote "g" sensor modification. The Agency is aware of the expense involved in the relocation of a "g" sensor. However, the Agency is also aware that the true vertical acceleration of the airplane can only be measured directly when the sensor for the acceleration is located within the center of gravity (c.g.) range of the airplane. The extent of the "g" error for other sensor locations is great enough to warrant a direct measurement requirement, notwithstanding the expense involved.

In response to comments concerning the scope of the preflight recorder check required in this amendment, the Agency has revised the proposal to make it clear that a means for a preflight check of the recorder for proper tape movement is all that is required.

Numerous comments were received concerning the proposed requirement for recorder location. In this connection, the comments pointed out that locating the recorder aft of the fuselage pressure bulkhead would adversely affect the recorder system accuracy and would be an undue burden because of the expense involved. Other comments were concerned with the fact that not enough space would be provided for a practical recorder installation beyond the pressure envelope, that such a location would be difficult with respect to "swing tail" airplanes, and that hydraulic fluid vapors which are sometimes present in the unpressurized areas, may seriously affect recorder operation. Finally, it was pointed out that the proposed location for flight recorders was inconsistent with the voice recorder location requirements.

While the Agency generally agrees with the comments concerning the requirement to locate the flight recorder aft of the pressurized compartment, it does not believe that recorder accuracy would suffer from such a location. However, the additional expense in locating the recorder within the unpressurized area together with the problem of limited

space, the problem associated with "swing tail" airplanes, and the possible adverse effects of hydraulic fluid vapors on the recorder, provide a valid argument against such a location. Therefore, the Agency considers it appropriate to relax the proposed requirement and apply standards consistent with the location requirements applicable to cockpit voice recorders.

In addition to the foregoing, comments were received which stated that recorder survivability may worsen if recorders are located in the aft fuselage and suggesting that the rule permit the installation in radio racks of flight recorders designed for installation in such racks. The Agency is aware, however, of the severe damage incurred by recorders located in the fuselage center section, and forward, of airplanes involved in accidents, while on the other hand, accidents have occurred in which only the aft fuselage and tail section escaped substantial damage. As indicated in Notice 65–4, experience has shown that a nonejectable record container stands the best chance of surviving crash impact forces if it is installed in the aft fuselage area.

In response to the comments from various operators objecting to the correlation test requirement as proposed, the final rule has been expanded in an effort to more clearly state the scope of the tests required. Moreover, based on correlation tests conducted by the Agency in flight and on the ground, the final rule expressly permits the correlation tests to be conducted on the ground. Some of the comments objected to the proposed correlation tests as being too expensive. However, it appears that these comments were made in the belief that the correlation tests had to be conducted in flight. Now, since the tests may be conducted on the ground, with effective programming they could be accomplished during the down-periods of the airplanes.

With respect to the proposed requirement that correlation data be included in the Airplane Flight Manual, the Agency now considers that in view of the nature of this data and since it is subject to change, it should not be incorporated in the Airplane Flight Manual. However, since this data is necessary for the proper interpretation of the flight-recorded information in the event of an airplane accident, it should be retained by the operators.

2. Amendments to Part 121: As previously referred to in the discussions concerning the amendments to Part 25, in the light of the numerous comments received concerning the proposed amendment to § 121.343, the Agency has determined that the proposed compliance date of June 1, 1966, is not realistic. However, the Agency does not agree with the opinion expressed by some of the commentators that 3 years should be allowed for compliance. After a thorough consideration of all the comments, views, and arguments presented concerning this matter, the Agency considers that a compliance date of December 15, 1967, allows the operators a reasonable period of time in which to make the required modifications.

In addition to the changes in the proposed amendment to § 121.343 previously discussed, the final rule requires the operators to retain the most recent flight recorder calibration, including the medium containing such calibration, and the recorder correlations. Consistent with Notice 65–4, under the amendments contained herein, the Part 121 operators as well as the airplane manufacturers would be required to correlate flight recorder readings of airspeed, altitude, and headings, with the corresponding readings (taking into account correction factors) of the first pilot's instruments. Such a correlation can only be accomplished after the flight recorder and the pilot's instruments have been calibrated. Thus, in order to conduct the correlations required in the amendments to Parts 25 and 121, both the manufacturers of new production airplanes and the operators must make the necessary calibrations. It was proposed that this information be incorporated in the Airplane Flight Manual. However, for the reasons set forth in the discussion concerning the amendments to Part 25, it has been determined that this information should be retained by the operators. This should impose no additional burden on any operator since it merely requires them to retain data that they must, in any event, prepare for their existing airplanes, and to retain data which has already been prepared by the airplane manufacturer on new production airplanes rather than incorporate such data in the Airplane Flight Manual. The Agency is aware that the air carriers currently retain their calibration data.

3. Amendments to Part 37: One of the comments received concerning the proposed change to the minimum performance standards for flight recorders under the Technical Standard Order system recommended that the impact tests for type III recorders include a height of drop or velocity of impact requirement. In this connection, it was recommended that type III recorders be subjected to a 50-foot drop. However, the recommended drop test has not been incorporated in the final amendment. In the first place, Notice 65–4 proposed only to amend the impact requirements for types I and II recorders. Moreover, the comment did not submit data to support the proposed arbitrary values and the present standard permits the applicant to perform rational tests taking into consideration the features of his device, including airplane attitude, which could result in impact velocities greatly different from a single arbitrary value.

There was also comment to the effect that the proposed impact shear force test requirements for flight recorders should provide more detail test procedures. The Agency considers that the proposal is adequate but that the test is really a test of penetration resistance rather than impact shear. The title to the proposed section 7.8.3 has been appropriately changed. Furthermore, in order to advise manufacturers of the purpose of the tests, the Agency has incorporated a clarifying Note in the final standard.

In response to comments received, the Agency has investigated the prospects of installing a gamma radiation source in, or on, a flight recorder to assist in locating it after a crash. However, it appears that an impracticable and unsafe level of radioactivity would be required to overcome energy loss and permit detection through the amount of earth or water likely to surround the recorder.

There was also comment recommending that only ejectable and floatable recorders provided with a radio homing beacon be specified. This comment advocates the mandatory use of type III recorders only. However, there are no type III recorders fully developed and approved for use on air carrier aircraft as yet. Furthermore, the type I and type II recorders have provided useful information in a majority of accidents. With improved crash resistance, they should be even more successful. With respect to the inclusion of a radio beacon device, the Agency considers that such a beacon might be appropriate for type III recorders but not for the nonejectable types. However, the Agency considers that the intent of the proposal has merit and warrants further consideration.

A comment concerning the proposed performance standards suggested that the requirement for a breakaway mounting designed to yield or sever at applied loads be considered. It is assumed that this comment refers to the possible alleviating effect of a failure of the recorder mounting fixture allowing separation from the aircraft structure when the recorder case is subjected to a large external force or blow. This appears reasonable and the proposed test does not preclude testing the unit as installed in its external mountings.

It was also suggested that the proposed revisions to sections 7.8.3 and 7.8.4 should be changed to make it clear that the standards apply only to types I and II recorders. This is, of course, what the Agency intended and the sections have been clarified as suggested. Moreover, the provisions of section 7.8.3 have been clarified to specify the exact area of test bar contact. As now written, the standard would permit the use of other than a cylindrical bar.

Finally, the performance standards have been amended to require the manufacturer of the recorders to finish the exterior of the recorders in a bright orange or bright yellow color. While not covered in Notice 65–4, this should impose no additional burden on the recorder manufacturers since a bright yellow or orange color is already an installation requirement in Part 25.

The amendment to § 37.150 as contained herein sets forth the entire minimum performance standard for aircraft flight recorders revised as proposed in Notice 65–4 and as discussed in this preamble.

(Secs. 313(a), 601, 603, 604, 605, and 607, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1423, 1424, 1425, and 1427)

In consideration of the foregoing, Chapter I of Title 14 of the Code of Federal Regulations is amended as hereinafter set forth effective February 5, 1966.

Issued in Washington, D.C., on December 29, 1965.

WILLIAM F. MCKEE,
Administrator.

1. Part 25 is amended by adding a new § 25.1459 to read as follows:

§ 25.1459 Flight recorders.

(a) Each flight recorder required by the operating rules of this chapter must be installed so that—

(1) It is supplied with airspeed and altitude data obtained from sources other than the first pilot's flight instrument systems except that, notwithstanding the requirements of § 25.1333(b), the flight recorder may be connected to the same air data computer as the first pilot's flight instruments. The sources from which the data are obtained must meet the accuracy requirements of §§ 25.1323, 25.1325, 25.1327, as appropriate;

(2) The vertical acceleration sensor is rigidly attached, and located longitudinally either within the approved center of gravity limits of the airplane, or at a distance forward or aft of these limits that does not exceed 25 percent of the airplane's mean aerodynamic chord;

(3) It receives its electrical power from the bus that provides the maximum reliability for operation of the flight recorder without jeopardizing service to essential or emergency loads; and

(4) There is an aural or visual means for preflight checking of the recorder for proper recorder tape movement.

(b) Each nonejectable record container must be located and mounted so as to minimize the probability of container rupture resulting from crash impact and subsequent damage to the record from fire. In meeting this requirement the record container must be located as far aft as practicable, but need not be aft of the pressurized compartment, and may not be where aft-mounted engines may crush the container upon impact.

(c) A correlation must be established between the flight recorder readings of airspeed, altitude, and heading and the corresponding readings (taking into account correction factors) of the first pilot's instruments. The correlation must cover the airspeed range over which the airplane is to be operated, the range of altitude to which the airplane is limited, and 360 degrees of heading. Correlation may be established on the ground as appropriate.

(d) Each recorder container must be either bright orange or bright yellow.

2. Section 121.343 of Part 121 is amended by adding a paragraph (d) reading as follows:

§ 121.343 Flight recorders.

* * * * *

(d) After December 15, 1967, each flight recorder must be installed in accordance with the requirements of § 25.1459 of Part 25 of this chapter. The most recent instrument calibration, including the recording medium from which this calibration is derived, and the recorder correlation, must be retained by the certificate holder.

3. Section 37.150 of Part 37 is amended to read as follows:

§ 37.150 Aircraft flight recorder—TSO–C51a.

(a) *Applicability.* This technical standard order prescribes minimum performance standards that aircraft flight recorders must meet in order to be identified with the applicable TSO marking. New models of flight recorders that are to be identified and that are manufactured on or after the effective date of this section must meet the Minimum Performance Standard for Aircraft Flight Recorders set forth at the end of this section.

(b) *Marking.* In addition to the markings required by § 37.7, the rating (nominal voltage and wattage) must also be marked on the recorder.

(c) *Data requirements.* The manufacturer must furnish the Chief, Engineering and Manufacturing Branch (in the case of the Western Region, the Chief, Aircraft Engineering Division), Flight Standards Division, Federal Aviation Agency, in the region where the manufacturer is located, the following technical data:

(1) Six copies of the manufacturer's operating instructions, equipment limitations, and installation procedures.

(2) One copy of the manufacturer's test report.

MINIMUM PERFORMANCE STANDARD FOR AIRCRAFT FLIGHT RECORDER

1. *Purpose.* To establish minimum requirements for approved Aircraft Flight Recorders to be used in aircraft primarily for accident analysis, the operation of which may subject the recorder to environmental conditions specified in section 3.

2. *Scope.* This standard covers three basic types of aircraft flight recorders for recording time, air speed, altitude, vertical acceleration, and heading. The intelligence received by the record medium can be from direct and/or remote sensors.

2.1 *Definition of the types.* Type I—Nonejectable; Type II—Nonejectable, restricted to any location more than one-half of the wing root chord from the main wing structure through the fuselage and from any fuel tanks; Type III—Ejectable, unrestricted location.

3. *General requirements.*

3.1 *Environmental conditions.* The following conditions have been established as design requirements only. Tests shall be conducted as specified in sections 5, 6, and 7.

3.1.1 *Temperature.* When installed in accordance with the instrument manufacturer's instructions, the recorder shall function over the range of ambient temperature shown in column A below and shall not be adversely affected by exposure to the range of temperature shown in column B below:

Instrument location	A	B
Heated areas (temperature controlled)	−30 to 50C	−65 to 70C
Unheated areas (temperature uncontrolled)	−55 to 70C	−65 to 70C

3.1.2 *Humidity.* The recorder shall function and shall not be adversely affected when exposed to any relative humidity in the range from 0 to 95 percent at a temperature of approximately 32° C.

3.1.3 *Vibration.* When installed in accordance with the instrument manufacturer's instructions, the recorder shall function properly and shall not be adversely affected when subjected to vibrations of the following characteristics:

Recorder location in airframe	Cycles per sec.	Max. double amplitude (inches)	Max. acceleration
Airframe structure mounted	5–500	0.036	10g

3.1.4 *Altitude.* The recorder shall function and shall not be adversely affected when subjected to a pressure and temperature range equivalent to −1,000 to 50,000 feet standard altitude, per NACA Report No. 1235, except as limited by the application of paragraph 3.1.1. The recorder shall not be adversely affected following exposure to extremes in ambient pressures of 50 and 3 in. Hg. absolute.

3.1.5 *Radio interference.* The recorder shall not be the source of objectionable interference, under operating conditions at any frequencies used on aircraft, either by radiation or feedback, in electronic equipment installed in the same aircraft as the recorder.

3.1.6 *Magnetic effect.* The magnetic effect of the recorder shall not adversely affect the operation of the other instruments installed in the same aircraft.

4. *Detail requirements.*

4.1 *Recording medium.* The record medium shall conform to the following requirements:

a. The recording medium of recorders employing mechanical inscribed markings shall advance at a rate of not less than 6 inches per hour, and that of recorders employing other means of recording shall advance at a rate sufficient to permit resolution within the accuracy prescribed in section 4.3.

b. The recording medium shall provide a recording of the required data for at least the total elapsed operating time of a flight for which the aircraft might be used.

c. The recording medium shall not be subject to deterioration or distortion of the recorded data within the limits specified herein.

4.2 *Recording intervals and ranges.*

a. Time: The time lapse shall be recorded at intervals of not more than 1 minute.

b. Pressure altitude: −1,000 to 50,000 feet of standard atmosphere pressures, and shall be recorded at intervals of not more than one second.

c. Vertical acceleration: +6 to −3g, and shall be recorded at intervals of not more than 1/10 of 1 second, or at intervals of 1 second in which peak accelerations are recorded.

d. Air speed: 100 to 450 knots IAS, and shall be recorded at intervals of not more than one second.

e. Heading: 360 degrees azimuth, and shall be recorded at intervals of not more than one second.

4.3 *Record resolution.* The record resolution shall be such that the data can be analyzed with the accuracy specified in section 6.

4.4 *Record protection.* The recorder shall be of such design that the recorded data will be protected against damage by fire, impact, and water within the limits specified herein.

4.5 *Pressure altitude.* The terms of pressure altitude shall conform to tables I and II.

4.6 *Air speed.* The terms of air speed shall conform to table III.

4.7 *Power variations.* All units shall properly function with +10 percent to −20 percent variation in DC voltage and/or ±10 percent variation in a.c. voltage and ±5 percent in frequency, provided the a.c. voltage and frequency vary in the same direction. The recorder shall not be damaged when subjected to lower voltages.

4.8 *Power malfunction indication.* A means shall be provided for indicating when adequate power is not being received by the recorder for proper operation.

4.9 *Automatic ejection.* The automatic ejection provision of Type III recorders, including the structure holding the ejectable portion, shall be capable of operating when subjected to inertia loads corresponding to an acceleration of 6g's acting in any direction.

5. *Test conditions.*

5.1 *Atmospheric conditions.* Unless otherwise specified all tests required by this standard shall be conducted at an atmospheric pressure of approximately 29.92 inches of mercury and at an ambient temperature of approximately 25° C. When tests are conducted with the atmospheric pressure or the temperature substantially different from these values, allowance shall be made for the variation from the specified conditions.

5.2 *Vibration (to minimize friction).* Unless otherwise specified all tests for performance may be made with the recorder subjected to a vibration of 0.002 to 0.005 inch double amplitude at a frequency of 1,500 to 2,000 cycles per minute. The term double amplitude as used herein indicates total displacement from positive maximum to negative maximum.

5.3 *Vibration equipment.* Vibration equipment shall be used which will provide frequencies and amplitudes consistent with the requirements of section 3.1.3 with the following characteristics:

5.3.1 *Linear motion vibration.* Vibration equipment for testing airframe structure-mounted recorders of portions thereof shall be such as to allow vibration to be applied along each of three mutually perpendicular axes of the test specimen.

5.3.2 *Circular motion vibration.* Vibration equipment for testing shock-mounted recorders of portions thereof shall be such that a point on the case will describe, in a plane inclined 45 degrees to the horizontal plane, a circle, the diameter of which is equal to the double amplitude.

5.4 *Position.* All tests shall be conducted with the recorder mounted in its normal operating position.

5.5 *Test voltage.* All tests for performance shall be conducted at the voltage rating recommended by the manufacturer.

5.6 *Power conditions.* All tests for performance shall be conducted at the power rating recommended by the manufacturer.

6. *Allowable record errors.*

6.1 *Altitude record error.* The recorder shall be tested for allowable error at the test points specified in table I on decreasing and increasing pressure. The rate of change in pressure during this test shall not be less than 3,000 feet per minute. On decreasing pressure, the pressure shall be brought down to, but shall not exceed, the specified test point. On increasing pressure, the pressure shall be brought up to, but shall not exceed, the specified test point. Within 1 minute after applying the specified pressure, the error in the record shall not exceed the tolerance values indicated in table I for each test point.

6.2 *Acceleration record error.* The acceleration error shall not exceed plus or minus 0.2G in a stabilized condition, and the total error in following a single, triangular, acceleration pulse of one-half second duration or greater, shall be no more than 10 percent of the acceleration. (An analytical evaluation is considered acceptable.)

6.3 *Time scale record error.* The time lapse error shall not exceed plus or minus 1.0 percent during an 8-hour period.

6.4 *Air speed record error.* The recorder shall be tested for allowable error at the test points specified in table III on increasing and decreasing speeds. The allowable error shall not exceed the tolerance value specified in table III.

6.5 *Heading record error.* The heading record error shall not exceed plus or minus 2 degrees when measured at 15 degree intervals over 360 degrees in azimuth. This error is the difference between the sensor and the recorder.

7. *Performance tests.* The following tests, in addition to any others deemed necessary by the manufacturer, shall be the basis for determining compliance with the performance requirements of this standard.

7.1 *Room temperature.* The recorder shall be tested at room temperature to determine compliance with the requirements under section 6.

7.2 *Low temperature.* The recorder shall be subjected to an ambient temperature of minus 55° C. for 5 hours and while still exposed to this temperature it shall be tested to determine compliance with the requirements under section 6.

7.3 *High temperature.* The recorder shall be subjected to an ambient temperature of 50° C. for 5 hours and while still exposed to this temperature it shall be tested to determine compliance with the room temperature accuracies under section 6.

7.4 *Extreme temperature exposure.* The recorder, after exposure to an ambient temperature of 70° C. for 24 hours followed by exposure to −65° C. for 24 hours followed immediately by exposure to room temperature for not more than 3 hours, shall meet the requirements of section 7.1. There shall be no evidence of damage as a result of exposure to the extreme temperatures.

7.5 *Hysteresis.* Not more than 15 minutes after the altitude sensor has been first subjected to the pressure corresponding to standard altitude of 50,000 feet, the pressure shall be increased at a rate corresponding to a decrease in altitude of not less than 3,000 feet per minute until the pressure corresponding to 25,000 is reached. Within 10 seconds the error shall not exceed the room temperature error at this test point by more than 100 feet. The altitude sensor shall remain at this pressure for not more than 15 minutes before the test to determine compliance with table II is made, after which the pressure shall be further increased at the above rate until the pressure corresponding to 20,000 feet is reached. The altitude sensor shall remain at this pressure for not more than 10 minutes before the test to determine compliance with table II is made. The pressure shall be further increased at the above rate until atmospheric pressure is reached.

7.6 *After effect.* Not more than 5 minutes after the completion of the hysteresis test, the altitude record shall have returned to its original recording, corrected for any change in atmospheric pressure, within the tolerance shown in table II.

7.7 *Vibration.*

7.7.1 *Resonance.* The recorder, while operating, shall be subjected to a resonant frequency survey of the appropriate range specified in section 3.1.3 in order to determine if there exists any resonant frequencies of the parts. The amplitude used may be any convenient value that does not exceed the maximum double amplitude and the maximum acceleration specified in section 3.1.3.

The recorder shall then be subjected to a vibration at the appropriate maximum double amplitude or maximum acceleration specified in section 3.1.3 at the resonant frequency for a period of 1 hour in each axis or with circular motion vibration, whichever is applicable. When more than one resonant frequency is encountered with vibration applied along any one axis, a test period may be accomplished at the most severe resonance, or the period may be divided among the resonant frequencies, whichever shall be considered most likely to produce failure. The test period shall not be less than one-half hour at any resonant mode. When resonant frequencies are not apparent within the specified frequency range, the recorder shall be vibrated for 2 hours in accordance with the vibration requirements of section 3.1.3 at the maximum double amplitude and the frequency to provide the maximum acceleration.

7.7.2 *Cycling.* The recorder, while operating, shall be tested with the frequency cycled between limits specified in section 3.1.3 in 15-minute cycles for a period of 1 hour in each axis at an applied double amplitude specified in section 3.1.3 or an acceleration specified in section 3.1.3, whichever is the limiting value. After the completion of this vibration test, no damage shall be evident and the recorder shall meet the requirements of section 6.

7.8 *Humidity, water, impact, penetration resistance, static crush, and fire protection tests.* The humidity, impact, penetration resistance, static crush, and fire protection tests shall be made in the following sequence on the same recorder without the need for repairs.

7.8.1 *Humidity.* The recorder shall be mounted in a chamber maintained at a temperature of 70±2° C. and a relative humidity of 95±5 percent for a period of 6 hours. After this period the heat should be shut off and the recorder should be allowed to cool for a period of 18 hours in this atmosphere in which the humidity rises to 100 percent as the temperature decreases to not more than 38° C. This complete cycle should be conducted fifteen (15) times. Immediately after cycling, the recorder shall be subjected to the Record Error Tests of section 6.

7.8.2 *Impact.* The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to the following impact shock: Types I and II—Half sine wave impact shocks applied to each of the three main orthogonal axes and having a peak acceleration magnitude of 1,000 g with a time duration of at least 5 milliseconds. Type III—Acceleration not less than the shocks developed on contact with a horizontal rock surface, considering the direction of ejection and any provisions for alleviation of shock. With regard to the former, the aircraft shall be assumed to be tilted at least 30 degrees from horizontal in the most critical direction.

7.8.3 *Penetration resistance (Type I and II recorders only).* The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to an impact force equal to a 500-pound steel bar which is dropped from a height of 10 feet to strike each side of the enclosure in the most critical plane. The point of contact of the bar shall have an area that is no greater than 0.05 square inches. The longitudinal axis of the bar shall be vertical at the time of impact. NOTE: The objective of this test is to achieve protection of the record medium from possible damage caused by airframe structural members striking the recorder case during crash impact.

7.8.4 *Static crush (Type I and II recorders only).* The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to a static crush force of 5,000 pounds applied continuously, but not simultaneously to each of the three main orthogonal axes for a test period of 5 minutes.

7.8.5 *Fire protection.* The record medium shall remain intact so that the intelligence can be analyzed after the recorder is exposed to flames of 1100° C. enveloping at least 50 percent of the outside area of the case for the following periods of time: Type I—30 minutes; Type II—15 minutes; Type III—1.5 minutes.

7.8.6 *Water protection.* The intelligence on the record medium shall be capable of remaining permanent and reproducible after the record medium has been immersed in seawater for 36 hours.

7.9 *Position error.* The recorder shall meet the following requirements when turned from its normal operating position through 90° forward and back, and left and right where applicable:

a. Time: Section 6.3.

b. Altitude: Section 6.1, except that the tolerance may be increased by 25 feet.

c. Acceleration: Section 6.2.

d. Air speed: Section 6.4.

e. Heading: Section 6.5.

7.10 *Dielectric.* The insulation shall be subjected to a dielectric test with an RMS voltage at a commercial frequency applied for a period of 5 seconds, equivalent to five times normal circuit operating voltage, except where circuits include components for which such a test would be inappropriate, the test voltage shall be 1.25 times normal circuit operating voltage. The insulation resistance shall not be less than 20 megohms at that voltage.

7.11 *Automatic ejection means.* The automatic ejection means for Type III recorders shall be tested to demonstrate that it is capable of ejecting the recorder from its mounting when subjected to forward acting inertia loads of 5g's to 6g's.

8.0 *Recorder color.* The exterior surface of the recorder must be finished in either a bright orange or a bright yellow color.

TABLE I—ALTITUDE RECORD ERROR TABLE

Standard altitude (feet)	Equivalent pressure mercury		Tolerance, feet plus or minus	
	MM	IN. HG	Room temp. sec. 6.1	Low temp. sec. 7.1
−1,000	787.9	31.02	100	150
−500	773.8	30.47	100	----------
0	760.0	29.92	100	150
500	746.4	29.39	100	----------
1,000	732.9	28.86	100	----------
1,500	719.7	28.33	100	----------
2,000	706.6	27.82	100	----------
3,000	681.1	26.81	125	----------
4,000	656.3	25.84	150	210
6,000	609.0	23.98	150	250
8,000	564.4	22.22	150	----------
10,000	522.6	20.58	150	----------
12,000	483.3	19.03	180	350
14,000	446.4	17.57	210	----------
16,000	411.8	16.21	240	----------
18,000	379.4	14.94	270	450
20,000	349.1	13.75	300	----------
22,000	320.8	12.63	335	----------
25,000	281.9	11.10	375	560
30,000	225.6	8.88	450	600
35,000	178.7	7.04	525	730
40,000	140.7	5.54	600	800
50,000	87.3	3.44	700	----------

TABLE II—ALTITUDE TEST TABLE

Tests	Reference section	Tolerance in feet
Hysteresis:	7.4	----------
First test point 25,000	----------	*90
Second test point 20,000	----------	*90
After effect test	7.5	50

*In excess of the room temperature error.

TABLE III—AIRSPEED RECORD ERROR TABLE

Standard airspeed (knots)	Tolerance, knots plus or minus	
	Room temp. sec. 6.1	Low temp. Sec. 7.1
100	10	12
150	10	12
200	10	12
250	10	12
300	10	12
350	10	12
400	10	12
450	10	12

[F.R. Doc. 66–111; Filed, Jan. 5, 1966; 8:45 a.m.]

[Docket No. 7017; Amdt. 39–178]

PART 39—AIRWORTHINESS DIRECTIVES

Curtiss-Wright Model C–46 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring repair or replacement of the main hydraulic accumulator on Curtiss-Wright Model C–46 airplanes was published in 30 F.R. 14330.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

CURTISS-WRIGHT. Applies to Model C–46 airplanes.

Compliance required as indicated.

To prevent further failures of the main hydraulic accumulator, Vickers P/N AA–14008, accomplish the following:

(a) Unless already accomplished within the last 2,200 hours' time in service, within the next 300 hours' time in service after the effective date and thereafter at intervals not to exceed 2,500 hours' time in service from the last overhaul, overhaul the main hydraulic accumulator, Vickers P/N AA–14008 in accordance with Vickers Service Data 910148 dated March 15, 1957, or FAA-approved equivalent, and inspect the rim mating threads by magnaflux, zyglo, or other equivalent means. If cracks are found, before further flight, replace the accumulator with Vickers P/N's AA–14008, AA–14009, AA–14013, or an FAA-approved equivalent.

(b) The periodic reinspection and overhaul required by paragraph (a) may be discontinued upon replacement of Vickers P/N AA–14008 accumulator by P/N's AA–14009, AA–14013, or an FAA-approved equivalent.

(c) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may adjust the repetitive overhaul intervals or overhaul requirements specified in this AD, if the request contains substantiating data to justify a change.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

This amendment becomes effective February 5, 1966.

Issued in Washington, D.C., on December 30, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66–112; Filed, Jan. 5, 1966; 8:45 a.m.]

[Docket No. 7005; Amdt. 39–177]

PART 39—AIRWORTHINESS DIRECTIVES

de Havilland Model 104 Dove Series Airplanes

Amendment 3 (23 F.R. 439), AD 57–20–2, requires replacement of the pistons in Dunlop pneumatic retraction jacks fitted to the main and nose landing gear assemblies on de Havilland Model 104 Dove Series airplanes. A proposal to amend Part 39 of the Federal Aviation Regulations to include a new airworthiness directive superseding Amendment 3 to provide for a permanent repair of affected pneumatic retraction jacks and to have the compliance time stated in hours' time in service was published in 30 F.R. 14017.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

DE HAVILLAND. Applies to all Model 104 Dove Airplanes with Serial Numbers through 04504.

Compliance required as indicated.

To prevent further cracking of pistons P/N AHO.19742, installed in Dunlop pneumatic retraction jacks (cylinders) P/N AH.8463 and P/N AC.11130, fitted to the main and nose landing gear assemblies, accomplish the following:

(a) Unless already accomplished, replace piston P/N AHO.19742 in the pneumatic retraction jacks P/N AH.8463 and P/N AC.11130 on all airplanes that have accumulated 10,000 hours' time in service and thereafter at intervals not to exceed 10,000 hours' time in service.

(b) Replacement of the pistons required in (a) may be discontinued after installation of de Havilland Modification No. 1144 which provides jacks with pistons that have an increased service life.

(de Havilland Service Technical News Sheet TMS Series C.T.(104), Issue 2, dated July 11, 1960, covers this subject.)

Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

This supersedes Amendment 3 (23 F.R. 439), AD 57–20–2.

This amendment becomes effective February 5, 1966.

Issued in Washington, D.C., on December 30, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66–113; Filed, Jan. 5, 1966; 8:45 a.m.]

[Airspace Docket No. 65–WE–46]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zones and Designation of Transition Area

DECEMBER 28, 1965.

On August 19, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 10298) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Seattle, Wash., terminal area. Subsequent to the publication of the notice, it was determined that addi-

tional controlled airspace would be required and a supplemental notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 12416) on September 29, 1965.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth:

1. In § 71.171 (29 F.R. 17622), the Olympia, Wash., control zone is amended to read:

OLYMPIA, WASH.

Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 5.5 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 007° radial, extending from the 5-mile radius zone to 5.5 miles N of the VORTAC.

2. In § 71.171 (29 F.R. 17599), the Fort Lewis, Wash., control zone is amended to read:

FORT LEWIS, WASH.

Within a 5-mile radius of Gray AAF, Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Wash. (McChord AFB), control zone and the portion E of a line 2 miles W of and parallel to the McChord AFB VOR 182° radial.

3. In § 71.171 (30 F.R. 2257), the Tacoma, Wash. (Tacoma Industrial Airport), control zone is amended to read:

TACOMA, WASH. (TACOMA INDUSTRIAL AIRPORT)

Within a 5-mile radius of Tacoma Industrial Airport (latitude 47°15'55" N., longitude 122°34'40" W.), excluding the portion E of a line 2 miles E of and parallel to the 009° bearing from the Gray AAF RBN; within 2 miles each side of the 009° bearing from the Gray AAF RBN, extending from the 5-mile radius zone to 1 mile N of the RBN, excluding the portion within the McChord AFB control zone, and within 2 miles each side of the 187° bearing from the Tacoma Industrial RBN, extending from the 5-mile radius zone to 1 mile S of the RBN. The control zone will be effective during the times established in advance by a Notice to Airmen continuously published in the Airman's Information Manual.

4. In § 71.171 (29 F.R. 17636), the Tacoma, Wash. (McChord AFB), control zone is amended to read:

TACOMA, WASH. (MCCHORD AFB)

Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°28'30" W.), excluding the portion SW of a line extending from latitude 47°09'12" N., longitude 122°35'15" W., to latitude 47°04'15" N., longitude 122°31'15" W.; within 2 miles each side of the McChord AFB VOR 182° radial, extending from the 5-mile radius zone to 7 miles S of the VOR and within 2 miles each side of the McChord AFB ILS localizer S course, extending from the 5-mile radius zone to 1 mile N of the McChord RBN.

5. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (NAS Seattle), control zone is amended to read:

SEATTLE, WASH. (NAS SEATTLE)

Within a 5-mile radius of NAS Seattle (latitude 47°40'50" N., longitude 122°15'10" W.), excluding the portion W of longitude 122°19'30" W.; within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47°45'25" N., longitude 122°15'25" W.); within 2 miles each side of the NAS Seattle TACAN 336° radial, extending from the 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the NAS Seattle TACAN 175° radial, extending from the 5-mile radius zone to 5.5 miles S of the TACAN. The portions within the Seattle (Boeing Airport) control zone are excluded.

6. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (Seattle-Tacoma International Airport), control zone is amended to read:

SEATTLE, WASH. (SEATTLE-TACOMA INTERNATIONAL AIRPORT

That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'-33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to Latitude 47°-27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'30" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.

7. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (Boeing Airport), control zone is amended to read:

SEATTLE, WASH. (BOEING AIRPORT)

That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., thence to latitude 47°32'10" N., longitude 122°12'40" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°23'10" W., thence clockwise along an arc of a 5-mile radius circle centered on Boeing Airport (latitude 47°31'45" N., longitude 122°18'00" W.) to point of beginning, and within 2 miles each side of the 150° bearing from the Boeing ILS LOM, extending from the 5-mile radius arc to 2 miles SE of the LOM.

8. In § 71.171 (29 F.R. 17628), the Renton, Wash., control zone is amended to read:

RENTON, WASH.

That airspace bounded by a line beginning at latitude 47°32'10" N., longitude 122°12'-40" W., thence clockwise along an arc of a 3-mile radius circle centered on the Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'-00" N., longitude 122°11'50" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to point of beginning. The control zone is effective from 0700 to 2300 hours local time, daily.

9. In § 71.171 (29 F.R. 17597), the Everett, Wash., control zone is amended to read:

EVERETT, WASH.

Within a 5-mile radius of Paine Field, Everett, Wash. (latitude 47°54'40" N., longitude 122°16'50" W.); within 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the Paine TACAN 175° radial, extending from the 5-mile radius zone to 6.5 miles S of the TACAN.

10. In § 71.181 (29 F.R. 17643), the following transition area is added:

SEATTLE, WASH.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'30" W.); within a 23-mile radius of the Seattle VORTAC; within a 10-mile radius of Olympia VORTAC, within 2 miles each side of the Olympia VORTAC 170° radial, extending from the 10-mile radius area to 12 miles S of the VORTAC, within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 14 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 269° radial, extending from the 10-mile radius area to 14 miles W of the VORTAC; within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.; within an 8-mile radius of Kitsap County Airport, Bremerton, Wash. (latitude 47°29'35" N., longitude 122°45'35" W.); that airspace N of Seattle extending from the 23-mile radius area of latitude 47°39'30" N., longitude 122°25'00" W., bounded on the W by longitude 122°30'00" W., on the N by latitude 48°05'00" N., and on the E by longitude 121°55'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°35'00" W., on the SE by a line extending from latitude 46°55'00" N., longitude 121°35'00" W., to latitude 46°55'00" N., longitude 121°53'00" W., to latitude 46° 45'00" N., longitude 121°53'00" W., on the S by latitude 46°45'00" N., on the W by longitude 123°15'00" W., and on the N by latitude 48°05'00" N., and that airspace SW of Seattle bounded on the S by V–204, on the NW by V–27W and on the E by longitude 123°15'00" W.; that airspace S of Seattle extending upward from 4,500 feet MSL bounded on the E by longitude 122°30'00" W., on the S by latitude 46°25'00" N., on the W by V–99 and on the N by latitude 46°45'00" N.; that airspace SW of Seattle bounded on the SE by V–99, on the SW by the arc of a 37-mile radius circle centered on the Olympia, Wash., VORTAC, and on the N by V–204, and that airspace W of Seattle bounded on the E by longitude 123°15'00" W., on the S by V–27W, on the W by longitude 123°40'00" W., and on the N by a line 7 miles N of and parallel to the N edge of V–27W; that airspace extending upward from 6,500 feet MSL S of Seattle bounded on the E by a line extending from latitude 46°45'00" N., longitude 123°02'00" W., to latitude 46°25'00" N., longitude 123° 16'00" W., on the S by latitude 46°25'00" N., and on the W by longitude 123°30'00" W., and on the N by latitude 46°45'00" N.; that airspace SW of Seattle extending upward from 7,000 feet MSL, bounded on the E by longitude 121°53'00" W., on the S by latitude 46°25'00" N., on the W by a line extending from latitude 46°45'00" N., longitude 123° 02'00" W., to latitude 46°25'00" N., longitude 123°25'00" W., and on the N by latitude 46°45'00" N.; that airspace W of Seattle extending upward from 8,500 feet MSL, bounded on the E by longitude 123°15'00" W., on the S by a line 7 miles N of and parallel to the N edge of V–27W, on the W by longitude 123°40'00" W., and on the N by latitude 47°30'00" W.; that airspace NW of Seattle extending upward from 9,500 feet MSL bounded on the E by longitude 123°15'00" W., on the S by latitude 47°30'00" N., on the W by longitude 123°40'00" W., and on the N by latitude 48°03'00" N., and that airspace NE of Seattle bounded on the E by longitude 121°00'00" W., on the S by V–2N, on the W by longitude 121°35'00" W., and on the N by latitude 48°00'00" N. The portions within the Portland, Oreg., and Port Angeles, Wash., transition areas are excluded.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 28, 1965.

LEE E. WARREN,
Acting Director.

[F.R. Doc. 66-115; Filed, Jan. 5, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-93]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

DECEMBER 28, 1965.

On November 4, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13963) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the transition area at The Dalles, Oreg.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth:

§ 71.181 (29 F.R. 17701), The Dalles, Oreg., transition is amended to read:

THE DALLES, OREG.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (latitude 45°37'05" N., longitude 121°10'05" W.), and within 2 miles each side of the The Dalles VORTAC 270° radial, extending from the 5-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of The Dalles VORTAC 276° and 096° radials, extending from 7 miles W to 14 miles E of the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 28, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-116; Filed, Jan. 5, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-92]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Areas and Revocation of Control Area Extension

On October 30, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13833) stating that the Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the controlled airspace in the Ukiah, Calif., area.

Interested persons were afforded an opportunity to participate in the proposed rule making through submission of comments. All comments received were favorable except the Aircraft Owners and Pilots Association questioned the need for that portion of the proposed Ukiah transition area floored at 9,500 feet MSL.

An operational requirement exists for this portion of the proposed transition area to accommodate military training activities. Additional controlled airspace would be provided for transition routing and radar vectoring of these aircraft and relieve traffic congestion on adjacent airways.

The substance of the final rule is the same as proposed in the notice except that reference to the Ukiah VORTAC 110° radial has been corrected to the Fortuna VORTAC 110° radial and more definitive language is used in the description of the Ukiah transition area.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 31, 1966, as hereinafter set forth:

1. In § 71.181 (29 F.R. 17643) the following transition area is added:

UKIAH, CALIF.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 20- and 24-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 7,500 feet MSL between the 24- and 45-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 8,500 MSL bounded on the NE by a 45-mile arc of the Red Bluff, VORTAC, on the SE by the SE edge of V-25, on the S and SW by the N edge of V-200 and a 20-mile arc of the Ukiah VORTAC, and on the NW by the NW edge of V-199; that airspace extending upward from 9,500 feet MSL bounded on the SE by the NW edge of V-199, on the W by the E edge of V-27, and on the N by a line 9 miles S of and parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radials.

2. In § 71.165 (29 F.R. 17579) the following control area extension is revoked.

UKIAH, CALIF.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-117; Filed, Jan. 5, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-122]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Revocation of Transition Area

The purpose of this amendment to § 71.181 of the Federal Aviation Regulations is to revoke the Kings Valley, Oreg., transition area.

The Federal Aviation Agency has determined that the Kings Valley transition area is no longer required for air traffic control purposes and therefore is no longer justified as an assignment of controlled airspace. Action is taken herein to revoke this transition area.

Since the change effected by this amendment is less restrictive in nature than the present requirements and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth:

Section 71.181 (30 F.R. 8826) is amended by revoking the following transition area:

KINGS VALLEY, OREG.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-118; Filed, Jan. 5, 1966; 8:46 a.m.]

[Airspace Docket No. 65-PC-2]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone

On October 16, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13238) stating that the Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the control zone at Kaneohe, Hawaii, by eliminating the 5,000-foot ceiling of the control zone to conform to the normal control zone description.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments, but no comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth.

In § 71.171 (29 F.R. 17581), the Kaneohe, Hawaii, control zone is amended to read as follows:

Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

(Secs. 307(a) and 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348 and 1510, and Executive Order 10854 (24 F.R. 9565))

Issued in Washington, D.C., on December 29, 1965.

JAMES L. LAMPL,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 66-114; Filed, Jan. 5, 1966; 8:45 a.m.]

[Reg. Docket No. 7030; Amdt. 457]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Windsor VOR	QG LFR (final)	Direct	1700	T-dn*	500–1	500–1	500–1
				C-d	800–1	800–1	800–1½
				C-n	800–2	800–2	800–2
				A-dn	800–2	800–2	800–2
				Following minimums apply if aircraft equipped with dual low frequency capability and Peach Int received:			
				C-dn	600–1	600–1	600–1½

Radar available.
Procedure turn E side of crs, 142 Outbnd, 322 Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, QG LFR to airport, 327°—7.9 miles; Peach Int to airport, 327°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.9 miles after passing QG LFR or 4.3 miles after passing Peach Int, climb to 2300′ and proceed direct to DE RBn or, when directed by ATC, (1) make right-climbing turn to 2000′ and return to QG LFR or (2) make right-climbing turn to 2000′ and proceed direct to QG VOR.
AIR CARRIER NOTE: Sliding scale not authorized.
*300–1 takeoff authorized on Runway 33L only.
MSA within 25 miles of facility: N, 2000′; E, 1900′; S, 2400′; W, 2800′.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626′; Fac. Class., SBRAZ (Windsor LFR); Ident., QG; Procedure No. 1, Amdt. 13; Eff. date, 25 Dec. 65; Sup. Amdt. No. 12; Dated, 19 June 65

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
QG LFR	DE RBn	Direct	2700	T-dn	300–1	300–1	NA
QG VOR	DE RBn	Direct	2700	C-d	600–1	600–1	NA
PTK VOR	DE RBn	Direct	2700	C-n	600–1½	600–1½	NA
SVM VOR	DE RBn	Direct	2700	A-dn	NA	NA	NA
Troy Int	DE RBn	Direct	2700				

Radar available.
Procedure turn E side of crs, 131° Outbnd, 311° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, DE RBn to airport, 311°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing DE RBn, make right-climbing turn and return to DE RBn at 2700′.
MSA within 25 miles of facility: 000°–090°—1800′; 090°–180°—2300′; 180°–270°—2700′; 270°–360°—2600′.

City, Birmingham; State, Mich.; Airport name, Berz; Elev., 730′; Fac. Class., MHW; Ident., DE; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 22 July 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lawson RBn	LOM	Direct	2200	T-dn	300–1	300–1	200–½
Columbus VOR	LOM	Direct	2200	C-dn	500–1	500–1	500–1½
Geneva Int	LOM	Direct	2200	S-dn–5*	500–1	500–1	500–1
Marvyn Int	LOM	Direct	2200	A-dn	800–2	800–2	800–2
Seale Int	LOM (final)	Direct	2200				

Procedure turn W side of crs, 233° Outbnd, 053° Inbnd, 2200′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 2200′ over LOM.
Crs and distance, facility to airport, 053°—6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 2200′ proceed to Geneva Int via 045° bearing from SG LMM or, when directed by ATC, climb to 2200′, turn left, and return direct to LOM.
*Reduction below ¾ mile not authorized.
MSA within 25 miles of facility: 000°–090°—3400′; 090°–180°—3300′; 180°–270°—1800′; 270°—360°—2300′.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397′; Fac. Class., LOM; Ident., CS; Procedure No. 1, Amdt. 12; Eff. date, 25 Dec. 65; Sup. Amdt. No. 11; Dated, 10 Oct. 64

QG LFR	DE RBn	Direct	2300	T-dn*	500–1	500–1	500–1
QG VOR	DE RBn	Direct	2300	C-dn	600–1	600–1	600–1½
SVM VOR	DE RBn	Direct	2700	S-dn–15	600–1	600–1	600–1
Troy Int	DE Rbn	Direct	2700	A-dn	800–2	800–2	800–2

Radar available.
Procedure turn E side of crs, 326° Oubtnd, 146° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 146°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing DE RBn, climb to 2000′ and proceed direct to QG LFR or, when directed by ATC, (1) climb to 2000′ and proceed direct to QG VOR or (2) make left-climbing turn to 2700′ and proceed to Oak Int via QG VOR, R 323°.
Air Carrier Note: Sliding scale not authorized.
Other change: Deletes transition from PTK VOR.
*300–1 takeoff authorized on Runway 33L only.
MSA within 25 miles of facility: 000°–090°—1800′; 090°–180°—2300′; 180°–270°—2800′; 270°–360°—2600′.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626′; Fac. Class., MHW; Ident., DE; Procedure No. 1, Amdt. 8; Eff. date, 25 Dec. 65; Sup. Amdt. No. 7; Dated, 19 June 65

				T-dn	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn–13*	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Radar required.
No procedure turn due R–2103.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 134°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOR RBN, climb to 2000′ and proceed direct to DHN VORTAC via R 265°, DHN VORTAC.
NOTES: (1) This procedure to be utilized only by aircraft having operating VOR and ADF receivers. (2) Authorized for military use only except by prior arrangement.
Other change: Deletes note regarding procedure not authorized unless Cairns radar operating.
*Reduction of landing visibility below ¾ mile not authorized.
MSA within 25 miles of facility: 000°–090°—2000′; 090°–180°—2600′; 180°–270°—1700′; 270°–360°—1700′.

City, Fort Rucker; State, Ala.; Airport name, Cairns AFF; Elev., 305′; Fac. Class., MHW; Ident., LOR; Procedure No. 3, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 27 Nov. 65

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 65.

City, Keene; State, N.H.; Airport name, Dillant-Hopkins; Elev., 482′; Fac. Class., MHW; Ident., EEN; Procedure No. 1, Amdt. 6; Eff. date, 2 Nov. 63; Sup. Amdt. No. 5; Dated, 15 Mar. 58

Bar Int	LOM (final)	Direct	1500	T-dn*	300–1	300–1	200–½
LFT VOR	LOM	Direct	1500	C-dn	400–1	500–1	500–1½
LFT RBn	LOM	Direct	1500	S-dn–19	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn W side of crs, 013° Outbnd, 193° Inbnd, 1500′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 193°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing LOM, climb to 1500′ on a 193° crs from the LOM within 20 miles.
CAUTION: 494′ TV tower, 3 miles WNW of airport; 539′ TV tower, 7 miles NW of airport.
*500–1 required for takeoff on Runway 28.
MSA within 25 miles of facility: 000°–090°—1400′; 090°–180°—1400′; 180°–270°—2300′; 270°–360°—2300′.

City, Lafayette; State, La.; Airport name, Lafayette; Elev., 42′; Fac. Class., LOM; Ident., LF; Procedure No. 2, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 30 Nov. 63

Rhinelander VOR	LNL RBn	Direct	3500	T-dn¢	300–1	300–1	200–½
				C-d	700–1	700–1	700–1½
				C-n¢	700–1½	700–1½	700–1½
				S-dn–14	700–1	700–1	700–1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 3200′ within 10 miles.
Minimum altitude over facility on final approach crs, 2406′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of LNL RBn, make left-climbing turn to 3200′ on 310° bearing from LNL RBn within 10 miles.
NOTES: (1) Obtain Rhinelander altimeter setting. Procedure authorized only during hours of Rhinelander, Wis., control zone operation. (2) During winter months, consult current NOTAM for airport status.
¢Night takeoffs and landings not authorized Runways 7/25.
MSA within 25 miles of facility: 000°–090°—2700′; 090°–180°—3000′; 180°–270°—2900′; 270°–360°—3100′.

City, Land O'Lakes; State, Wis.; Airport name, Kings Land O'Lakes Municipal; Elev., 1706′; Fac. Class., MHW; Ident., LNL; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Martha's Vineyard VOR	MVY RBn	Direct	1800	T-dn	300-1	300-1	200-½
Dennis Int	MVY RBn	Direct	1800	C-dn	500-1	500-1	500-1½
Clam Int	MVY RBn	Direct	1800	S-dn-24*	400-1	400-1	400-1
Muskeget Int	MVY RBn	Direct	1800	A-dn**	NA	NA	NA

Radar available.
Procedure turn S side of crs, 056° Outbnd, 236° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 236°—2.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing MVY RBn, make left-climbing turn to 1800′; return to MVY RBn. Hold NE of MVY RBn, 236° Inbnd, 1-minute left turns.
NOTES: Approach from a holding pattern not authorized. Procedure turn required.
**800-2 authorized for those air carriers with approved weather reporting service.
*500′ ceiling applies when control zone not effective and/or altimeter setting obtained from Otis.
MSA within 25 miles of facility: 000°-360°—1500′.

City, Martha's Vineyard; State, Mass.; Airport name, Martha's Vineyard; Elev., 68′; Fac. Class., MHW; Ident., MVY; Procedure No. 1, Amdt. 11; Eff. date, 25 Dec. 65; Sup. Amdt. No. 10; Dated, 18 July 64

MLB VOR	MLB RBn	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available (Patrick AFB).
Procedure turn S side of crs, 267° Outbnd, 087° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′.
Crs and distance, facility to airport, 087°—2.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing MLB RBn, turn right, climb to 1500′ and return to MLB RBn. Hold W, 1-minute right turns, 087° Inbnd.
MSA within 25 miles of facility: 000°-090°—1600′; 090°-180°—1300′; 180°-270°—1400′; 270°-360°—1500′.

City, Melbourne; State, Fla.; Airport name, John F. Kennedy Memorial; Elev., 32′; Fac. Class., HW; Ident., MLB; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 10 Oct. 64

BSY VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Oceanside Int	LOM (final)	Direct	1300	C-dn	500-1	500-1	500-1½
MIA VOR	LOM	Direct	1500	S-dn-27L*	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 087° Outbnd, 267° Inbnd, 1400′ within 10 miles. Nonstandard due to ATC.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 267°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 1500′ on a crs of 267° within 20 miles of MI LOM.
NOTES: (1) Oceanside Int may be used in lieu of procedure turn when authorized by Miami approach control. (2) Holding pattern with 267° Inbnd crs to MI LOM, left turns may be used in lieu of procedure turn. (3) Reduction below ¾ mile not authorized.
MSA within 25 miles of facility: 000°-090°—2000′; 090°-180°—1300′; 180°-270°—1700′; 270°-360°—2100′.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9′; Fac. Class., LOM; Ident., MI; Procedure No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 10 Apr. 65

Nantucket VOR	AC LOM	Direct	1700	T-dn	300-1	300-1	200-½
Craigville Int	AC LOM	Direct	1700	C-dn	400-1	500-1	500-1½
				S-dn-24	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 240°—4.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, make left-climbing turn to 1600′ and return to AC LOM. Hold NE of AC LOM, 240° Inbnd, right turns, 1 minute.
CAUTION: 342′ tower, 2.6 miles W of airport; 650′ Loran antenna, 3 miles ESE of airport.
Other change: Deletes note re final approach from holding pattern at AC LOM not authorized, deletes tower operating note.
MSA within 25 miles of facility: 000°-360°—1700′.

City, Nantucket; State, Mass.; Airport name, Nantucket Memorial; Elev., 47′; Fac. Class., LOM; Ident., AC; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 18 July 64

Muskeget Int	MVY RBn	Direct	1800	T-d	400-1	400-1	NA
Dennis Int	MVY RBn	Direct	1800	C-d	700-1	700-1	NA
Martha's Vineyard VOR	MVY RBn	Direct	1800	S-d	NA	NA	NA
Clam Int	MVY RBn	Direct	1800	A-d	NA	NA	NA

Radar available.
Procedure turn E side of crs, 198° Outbnd, 018° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 018°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MV Y RBn, make right-climbing turn to 1800′; return to MVY RBn. Hold S of MVY RBn, 018° Inbnd, 1-minute right turns.
NOTE: Final approach from a holding pattern not authorized. Procedure turn required.
CAUTION: Altimeter setting from Otis approach control.
MSA within 25 miles of facility: 000°-360°—1500′.

City, Oak Bluffs; State, Mass.; Airport name, Oak Bluffs; Elev., 41′; Fac. Class., MH; Ident., MVY; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Chardon VOR	LNN RBn	Direct	3000	T-dn	300–1	300–1	NA
Mentor Int	LNN RBn	Direct	3000	C-d	700–1	700–1	NA
Fairport Int	LNN RBn	Direct	3000	C-n	700–2	700–2	NA
				A-dn	NA	NA	NA
				If Jackson Int is received, following minimums apply:			
				C-dn	600–1	600–1	NA

Procedure turn N side of crs, 251° Outbnd, 071° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance, facility to airport, 071°—7.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.8 miles after passing Lost Nations RBn or 3.3 miles after passing Jackson Int, climb to 2000′ on 071° crs, make left turn, climb to 3000′, return to Lost Nations RBn, hold W, 1-minute right turns 092° Inbnd.
CAUTION: Tower, 980′—1.5 miles N; tower, 845′—0.5 mile NW; stack, 893′—2 miles SW of airport.
MSA within 25 miles of facility: 000°–090°—2300′; 090°–180°—2600′; 180°–270°—3000′; 270°–360°—1600′.

City, Painesville; State, Ohio; Airport name, Casement; Elev., 685′; Fac. Class., MH; Ident., LNN; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 24 July 65

PIE VOR	LOM	Direct	1500	T-dn*	300–1	300–1	200–½
AMP RBn	LOM	Direct	1500	C-dn	500–1	500–1	500–1½
				S-dn-18L	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn W side N crs, 001° Outbnd, 181° Inbnd, 1400′ within 10 miles.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, facility to airport, 181°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing LOM, turn right, proceed direct to PIE VOR climbing to 1600′ or, when directed by ATC, climb to 1600′ on direct bearing to AMP RBn.
CAUTION: 210′ radio tower, 1 mile WSW of airport.
*200–½ absolute minimum for takeoff Runway 27.
MSA within 25 miles of facility: 000°–090°—1500′; 090°–180°—2200′; 180°–270°—1600′; 270°–360°—1300′.

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27′; Fac. Class., LOM; Ident., TP; Procedure No. 1, Amdt. 19; Eff. date, 25 Dec. 65; Sup. Amdt. No. 18; Dated, 19 June 65

PIE VOR	AMP RBn	Direct	1500	T-dn*	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn-36L#	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2
				If directed by ATC, aircraft will maintain 3000′ until passing AMP RBn and the following minimums will apply:			
				C-dn	800–1	800–1	800–1½

Radar available.
Procedure turn E side of crs, 181° Outbnd, 001° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to Runway 36L, 001°—6.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing AMP RBn, climb to 1500′ on bearing of 001° from AMP RBn within 20 miles.
CAUTION: 210′ radio tower, 1 mile WSW of airport.
*200–½ absolute minimum for takeoff Runway 27.
#Reduction below ¾ mile not authorized.
MSA within 25 miles of facility: 000°–090°—1900′; 090°–180°—2200′; 180°–270°—1600′; 270°–360°—1600′.

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27′; Fac. Class., H-SAB; Ident., AMP; Procedure No. 2, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300–1	300–1	200–½
				C-d	800–1	800–1	800–1½
				C-n	800–2	800–2	800–2
				S-dn-4*	800–1	800–1	800–1
				A-dn	800–2	800–2	800–2

Procedure turn S side of crs, 245° Outbnd, 065° Inbnd, 1600′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 065°—7.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.6 miles after passing BTR VOR, turn left and climb to 1900′ on R 041° within 20 miles or, when directed by ATC, turn right, climb to 2000′ on R 081°.
*Reduction in landing visibility not authorized.
MSA within 25 miles of facility: 000°–090°—1600′; 090°–180°—2800′; 180°–270°—1300′; 270°–360°—1500′.

City, Baton Rouge; State, La.; Airport name, Ryan; Elev., 70′; Fac. Class., BVORTAC; Ident., BTR; Procedure No. 1, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 9 Nov. 63

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 213° Outbnd, 033° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 033°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing BTV VOR, make a left-climbing turn to 2700′ direct BTV VOR. Hold SW of BTV VOR, 1-minute left turns, 033° Inbnd.
NOTES: (1) Southeastbound departures cross the BTV VOR at 4000′ or above. (2) Approach from a holding pattern not authorized. Procedure turn required.
Other change: Deletes transition from Huntington RBn.
MSA within 25 miles of facility: 000°-090°—5500′; 090°-180°—5500′; 180°-270°—5500′; 270°-360°—5000′.

City, Burlington; State, Vt.; Airport name, Burlington Municipal; Elev., 335′; Fac. Class., L-BVOR; Ident., BTV; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 14 Mar. 64

Daytona Beach LOM	DAB VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				S-d-16#	700-1	700-1	700-1
				S-n-16#	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2
				If 4-mile DME Fix or Chambers Int received, the following minimums are authorized:			
				C-dn	600-1	600-1	600-1½
				S-dn-16#	600-1	600-1	600-1

Procedure turn W side of crs, 336° Outbnd, 156° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 156°—7.4 miles; Chambers Int to airport, 156°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.4 miles after passing VOR, climb to 1500′ on R 156° within 20 miles of DAB VOR.
#Reduction not authorized.
MSA within 25 miles of facility: 000°-090°—1100′; 090°-180°—1500′; 180°-270°—2100′; 270°-360°—1400′.

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Municipal; Elev., 34′; Fac. Class., H-BVORTAC; Ident., DAB; Procedure No. 1, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 7 Mar. 64

Windsor LFR	Windsor VOR	Direct	2000	T-dn@	500-1	500-1	500-1
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2
				Following minimums apply when aircraft equipped with VOR and ADF receivers and Island Int received:			
				C-dn	600-1	600-1	600-1½

Radar available.
Procedure turn E side of crs, 143° Outbnd, 323° Inbnd, 2000′ within 10 miles.
Minimum altitude over QG VOR on final approach, 2000′.
Crs and distance, QG VOR to airport, 323°—12.3 miles; Island Int to airport 323°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 12.3 miles after passing QG VOR, climb to 2700′ on QG VOR, R 323° and proceed to Oak Int or, when directed by ATC, (1) make right-climbing turn to 2000′ and return to Windsor VOR or (2) make right-climbing turn to 2000′ and proceed direct to QG LFR.
AIR CARRIER NOTE: Sliding scale not authorized.
@300-1 takeoff authorized Runway 33L.
MSA within 25 miles of facility: 000°-090°—1900′; 090°-180°—1800′; 180°-270°—2400′; 270°-360°—2800′.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626′; Fac. Class., BVOR; Ident., QG; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

Troy Int	Oak Int (final)	Direct	2400	T-dn*	500-1	500-1	500-1
Belle Int	Oak Int	Direct	2700	C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 323° Outbnd, 143° Inbnd, 2700′ within 10 miles of Oak Int.
Minimum altitude over Oak Int on final approach crs, 2400′.
Crs and distance, Oak Int to airport, 143°—5.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Oak Int, climb to 2000′ and proceed direct to QG VOR or, when directed by ATC, (1) climb to 2000′ and proceed direct to QG LRF or (2) make climbing left turn to 2700′ and proceed to Oak Int via QG VOR, R 323°.
NOTE: Dual VOR required.
AIR CARRIER NOTE: Sliding scale not authorized.
*300-1 takeoff authorized on Runway 33L only.
MSA within 25 miles of facility: 000°-090°—1900′; 090°-180°—1800′; 180°-270°—2400′; 270°-360°—2800′.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626′; Fac. Class., BVOR; Ident., QG; Procedure No. 2, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

				T-dn	300-1	300-1	NA
				C-dn	500-1	500-1	NA
				A-dn	NA	NA	NA

Procedure turn S side of crs, 303° Outbnd, 123° Inbnd, 2400′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 123°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing Cleveland VOR, make right-climbing turn to 3000′, proceed to Cleveland VOR. Hold NW, 1-minute right turns, 123° Inbnd.
NOTE: No weather service on field.
MSA within 25 miles of facility: 030°-120°—3000′; 120°-210°—2600′; 210°-030°—2300′.

City, Elyria; State, Ohio; Airport name, Elyria; Elev., 760′; Fac. Class., H-BVORTAC; Ident., CLE; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Victory Int	Int final approach crs, R 186°	056°	3000	T-dn*	300–1	300–1	200–½
Int final approach crs	Glens Falls FM (final)	006°	1800	C-dn	800–1	800–1	800–1½
Cambridge VOR	Bacon Int	Direct	3200	S-dn-1	NA	NA	NA
Bacon Int via final approach crs	Glens Falls FM (final)	006°	1800	A-dn	800–2	800–2	800–2
Albany VOR	Bacon Int	036°	3000	After passing Glens Falls fan marker, the following minimums are authorized: **			
				C-dn	500–1	500–1	500–1½
				S-dn-1#	500–1	500–1	500–1

Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, GFL FM to airport, 008°—4.8 miles; breakoff point to Runway 1, 012°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing Glens Falls VOR (or 4.8 miles after passing GFL fan marker), make a right-climbing turn to 3000′ to Bacon Int.* Hold S of Bacon Int on GFL VOR, R 186°, 1-minute right turns, 006° Inbnd.
CAUTION: 535′ antenna, 1.3 miles SSW of airport.
*300–1 required on runway 30.
**Glens Falls fan marker may be substituted by a 5.1-mile DME Fix.
#Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—4000′; 090°–180°—5000′; 180°–270°—3500′; 270°–360°—4500′.

City, Glens Falls; State, N.Y.; Airport name, Warren County; Elev., 328′; Fac. Class., L-BVORTAC; Ident., GFL; Procedure No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 9 Jan. 65

				T-dn	600–1	600–1	NA
				C-d	1200–1½	1200–1½	NA
				C-n	1200–2	1200–2	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 002°—8.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 8.6 miles after passing the GVE VORTAC, make an immediate right turn, climbing to 2000′ and returning to the GVE VORTAC. Hold S, on R 182°, 1-minute right turns.
CAUTION NOTE: 1109′ un ighted hills, 1.1 miles N of airport. No tower or WX. Contact Charlottesville FSS for ATC and WX information. (Unicom also available.)
After T/O, turn S, climbing to cross the GVE VORTAC at 2000′. Runway lights on request.
MSA within 25 miles of facility: 000°–090°—2500′; 090°–180°—1700′; 180°–270°—2800′; 270°–360°—4000′.

City, Gordonsville; State, Va.; Airport name, Gordonsville Municipal; Elev., 454′; Fac. Class., H-BVORTAC; Ident., GVE; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

				T-dn*	300–1	300–1	NA
				C-dn	900–1	900–1	NA
				S-dn#	900–1	900–1	NA
				A-dn**	NA	NA	NA

Procedure turn S side crs, 297° Outbnd, 117° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 117°—10.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing TBD VOR, climb to 1500′, turn right and return to the TBD VOR.
NOTES: Runway lights on request. Air carrier use not authorized.
*Aircraft must remain VFR until clearance received from ATC.
**No weather service available.
#Reduction in landing visibility not authorized.
MSA within 25 miles of facility: 000°–090°—1400′; 090°–180°—1500′; 180°–270°—1500′; 270°–360°—1500′.

City, Houma; State, La.; Airport name, Houma Municipal; Elev., 11; Fac. Class., BVOR; Ident., TBD; Procedure No. 1, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 1 June 63

				T-dn	1000–2	1000–2	NA
				C-d*	1100–2	1100–2	NA
				C-n*	1100–3	1100–3	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 203° Outbnd, 023° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′.
Crs and distance, facility to airport, 023°—15.8 miles. Breakoff point to runway, 023°—9.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing GDM VORTAC, make climbing right turn to 2800′ direct to GDM VORTAC. Hold SW of GDM VORTAC, 1-minute right turns, 023° Inbnd.
*CAUTION: 1575′ hill (12.1 miles on 022° radial of GDM VORTAC).
MSA within 25 miles of facility: 000°–090°—4500′; 090°–180°—3500′; 180°–270°—2500′; 270°–360°—3500′.

City, Jaffrey; State, N.H.; Airport name, Jaffrey Municipal; Elev., 1040′; Fac. Class., L-BVORTAC; Ident., GDM; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300–1	300–1	200–½
				Minimums when control zone effective:			
				C-dn*	400–1	500–1	500–1½
				S-dn-4§*	400–1	400–1	400–1
				A-dn*	800–2	800–2	800–2
				Minimums when control zone not effective:¢			
				C-dn	500–1	500–1	500–1½
				S-dn-4	500–1	500–1	500–1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 236° Outbnd, 056° Inbnd, 2400′ within 10 miles nonstandard.
Minimum altitude over facility on final approach crs, 2100′.
Crs and distance, facility to airport, 035°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing JVL VOR, climb to 2500′ on R 035° within 15 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.
NOTES: (1) Approach control available through Rockford, Ill. control tower. (2) When authorized by ATC, JVL DME may be used to position aircraft for straight-in approach at 2600′ between R 134° clockwise to R 291° via 6-mile DME Arc with the elimination of procedure turn.
¢Obtain Rockford, Ill., altimeter setting.
§400–¾ authorized except for 4-engine turbojet aircraft, with operative REIL or HIRL.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°–090°—2200′; 090°–180°—2400′; 180°–270°—2600′; 270°–360°—2400′.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808′; Fac. Class., BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 9; Eff. date, 25 Dec. 65; Sup. Amdt. No. 8; Dated, 15 May 65

MSY VOR*	Bayou Int (final)	Direct	1200	T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn N side of crs, 259° Outbnd, 079° Inbnd, 1500′ within 10 miles of Bayou Int.
Minimum altitude over Bayou Int on final approach crs, 1200′.
Crs and distance, Bayou Int to airport, 079°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing Bayou Int, climb to 2000′ on MSY VOR R 079° within 20 miles or, when directed by ATC, turn left, intercept MSY VOR, R 064°, climbing to 1500′ within 20 miles.
NOTE: Night operations not authorized Runways 8–26.
Other changes: Deletes transitions from Turtle Int, French Int, and New Orleans H SAB (LOM).
MSA within 25 miles of facility: 000°–090°—1500′; 090°–180°—2100′; 180°–360°—1500′.
*Procedure turn or radar vector to final approach crs required when Inbnd to MSY VORTAC on R 330°, clockwise through R 210°. Procedure turn may be started from MSY VORTAC vice Bayou Int. Bayou Int may be determined by dual VOR receivers, DME, or radar. Capability of identifying Bayou Int required for the execution of this approach.

City, New Orleans; State, La.; Airport name, New Orleans-Lakefront; Elev., 10′; Fac. Class., BVORTAC; Ident., MSY; Procedure No. 1, Amdt. 7; Eff. date, 25 Dec. 65; Sup. Amdt. No. 6; Dated, 3 Apr. 65

Radar vector within 25 miles of radar site	Final approach crs within 5 miles N of LEE INT.	Direct	1500	T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn-17	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn not authorized.
Minimum altitude over LEE INT on final approach crs 1500′.
Crs and distance, LEE INT to airport 167°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LEE INT, turn left, climb to 2000′ on MSY VOR R 079° within 20 miles.
NOTES: (1) Radar service required for the execution of this approach. LEE INT may be determined by dual VOR receivers, VOR/DME, or radar Fix. (2) Night operations not authorized Runways 8–26.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–270°—1500′; 270°–360°—2100′.

City, New Orleans; State, La.; Airport name, New Orleans-Lakefront; Elev., 10′; Fac. Class., L-BVORTAC; Ident., HRV; Procedure No. 3, Amdt. Orig.; Eff. date, 25 Dec. 65

Clam Int	MVY VOR	Direct	1800	T-d	400–1	400–1	NA
Dennis Int	MVY VOR	Direct	1800	C-d	700–1	700–1	NA
				S-d	NA	NA	NA
				A-d	NA	NA	NA

Radar available.
Procedures turn E side of crs, 201° Outbnd, 021° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 051°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing MVY VOR, make right-climbing turn to 1800′; return to MVY VOR. Hold S of MVY VOR, 1-minute right turns, 021° Inbnd.
CAUTION: Restricted area, 4105′ (9 miles SW of MVY VOR). Altimeter setting from Otis approach control.
MSA within 25 miles of facility: 000°–360°—1500′.

City, Oak Bluffs; State, Mass.; Airport name, Oak Bluffs; Elev., 41′; Fac. Class., L-BVOR; Ident., MVY; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d	300-1	NA	NA
				C-d	600-1	NA	NA
				S-d-27	600-1	NA	NA
				A-d	NA	NA	NA
				If aircraft is equipped with operating VOR/DME and Doria 4-miles DME Fix is received, minimums become:			
				C-d	400-1	NA	NA
				S-d	400-1	NA	NA

Radar available.
Procedure turn S side of crs, 691° Outbnd, 271° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′; at 4-miles DME Fix, 900′.
Crs and distance, facility to airport, 271°—8.3 miles; 4-miles. DME Fix to airport, 271°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing UBS VORTAC, climb to 1800′ on R 271°, UBS VORTAC within 20 miles.
NOTES: (1) When authorized by ATC, DME may be used within 20 miles at 1800′ to position aircraft for a straight-in approach with the elimination of a procedure turn. (2) Aircraft will cancel IFR with UBS approach control prior to landing and upon reaching visual flight conditions. (3) Aircraft will not take off without prior ATC approval.
MSA within 25 miles of facility: 000°–360°—1900′.

City, Starkville; State, Miss.; Airport name, Oktibbeha; Elev., 250′; Fac. Class., L-BVORTAC; Ident., UBS; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 9 Dec. 65

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-dn	900-1	900-1	900-1¼
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs, 261° Outbnd, 081° Inbnd, 1700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1078′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of ALI VOR, turn left, climb to 1700′ on R 350° within 10 miles of ALI VOR.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–180°—2000′; 180°–270°—1700′; 270°–360°—1800′.

City, Alice; State, Tex.; Airport name, Alice International; Elev., 178′; Fac. Class., L-BVOR; Ident., ALI; Procedure No. TerVOR(R-261), Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 8 May 65

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 1965.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57′; Fac. Class., H-BVOR; Ident., OGG; Procedure No. TerVOR, R-027, Amdt. 7; Eff. date, 10 Apr. 65; Sup. Amdt. No. 3; Dated, 14 Nov. 64

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 1965.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57′; Fac. Class., H-BVOR; Ident., OGG; Procedure No. TerVORR-190, Amdt.7; Eff. date, 10 Apr. 65; Sup. Amdt. No. 6; Dated, 14 Nov. 64

Clam Int	MVY VOR	Direct	1800	T-dn	300-1	300-1	200-½
Dennis Int	MVY VOR	Direct	1800	C-dn	500-1	500-1	500-1¼
				S-dn-24	500-1	500-1	500-1
				A-dn**	NA	NA	NA
				After passing MVY RBn, the following minimums are authorized:			
				S-dn-24*	400-1	400-1	400-1

Radar available.
Procedure turn S side of crs, 070° Outbnd, 250° Inbnd, 1200′ within 10 miles.
Minimum altitude over facility on final approach crs, 568′; after passing MVY RBn, 468′.
Facility on airport, breakoff point to runway, 236°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MVY VOR, make left-climbing turn to 1200′; return to MVY VOR. Hold E of MVY VOR, 1-minute left turns, 250° Inbnd.
NOTES: Approach from a holding pattern not authorized. Procedure turn required.
*500′ ceiling applies when control zone not effective and/or altimeter setting obtained from Otis.
**800-2 authorized for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°–360°—1500′.

City, Martha's Vineyard; State, Mass.; Airport name, Martha's Vineyard; Elev., 68′; Fac. Class., BVOR; Ident., MVY; Procedure No. TerVOR-24, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 18 July 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MLB RBn	MLB VOR	Direct	1500	T-dn	300–1	300–1	200–½
				C-dn	600–1	600–1	600–1½
				S-dn-9#	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2
				If aircraft equipped with VOR and ADF receivers and Washington Int identified, the following minimums apply:			
				C-dn	400–1	500–1	500–1½
				S-dn-9	400–1	400–1	400–1

Radar available (Patrick AFB).
Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′; over Washington Int, 600′.
Crs and distance, Washington Int to VOR, 082°—3.6 miles; breakoff point to Runway 9, 087°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MLB VOR, turn right and climb to 1500′ on R 162° within 20 miles of MLB VOR.
#Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—1600′; 090°–180°—1300′; 180°–270°—1400′; 270°–360°—1500′.

City, Melbourne; State, Fla.; Airport name, John F. Kennedy Memorial; Elev., 32′; Fac. Class., BVOR; Ident, MLB; Procedure No. TerVOR-9, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 10 Oct. 64

				T-dn	300–1	300–1	200–½
				C-dn	700–1	700–1	700–1½
				A-dn	800–2	800–2	800–2
				If 3-mile Radar Fix is received, the following minimums apply:			
				C-dn	600–1	600–1	600–1½

Radar available.
Procedure turn W side of crs, 035° Outbnd, 215° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′; if 3-mile Radar Fix received, 1200′.
Facility on airport; breakoff point to runway, 220°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of Rochester VOR, make right-climbing turn to 3000′, intercept R 298° of Rochester VOR, proceed to Spencerport Int. Hold W, 1-minute left turns, 118° Inbnd.
CAUTION: Tower, 890′—2.3 miles N of airport. Tower, 946′—2.5 miles SW of airport.
AIR CARRIER NOTE: Takeoff on Runway 12 and landing on Runway 30 not authorized.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–180°—3800′; 180°–270°—3100′; 270°–360°—2000′.

City, Rochester; State, N.Y.; Airport name, Rochester Monroe County; Elev., 560′; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-22, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 22 May 65

Murdock Int	SRQ VOR	Direct	1500	T-dn	300–1	300–1	200–½
Hansen Int	SRQ VOR	Direct	1500	C-dn	500–1	500–1	500–1½
Egmont RBn	SRQ VOR	Direct	1500	S-dn-13*	500–1	500–1	500–1
				A-dn#	800–2	800–2	800–2

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 500′.
Facility on airport; breakoff point to Runway 13, 133°—0.1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SRQ VOR, climb to 1500′ on R 118° within 20 miles.
*Reduction below ¾ mile not authorized.
#Limited weather information available to public. Alternate usage authorized for air carriers only.
MSA within 25 miles of facility: 000°–090°—1300′; 090°–180°—1400′; 180°–270°—1200′; 270°–360°—1400′.

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24′; Fac. Class., BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 3 Apr. 65

				T-dn	300–1	300–1	200–½
				C-dn	600–1	600–1	600–1½
				S-dn-4	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2
				If aircraft equipped with operating DME or ADF and VOR receivers and Griffin Int identified, the following minimums apply:			
				C-dn	400–1	500–1	500–1½
				S-dn-4#	400–1	400–1	500–1

Procedure turn E side of crs, 225° Outbnd, 045° Inbnd, 2400′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′; after passing Griffin Int, minimum altitude over facility, 1300′.
Facility on airport. Breakoff point to runway, 037°—25 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles after passing ZZV VOR, climb straight ahead to 2400′ within 10 miles of ZZV VOR and return to ZZV VOR. Hold SW, 1-minute right turns, 045° Inbnd.
CAUTION: Tower, 1420′ approximately 3 miles W of Zanesville RBn.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. MSA within 25 miles of facility: 000°–360°—2500′.

City, Zanesville; State, Ohio; Airport name, Zanesville Municipal; Elev., 909′; Fac. Class., L-BVORTAC; Ident., ZZV; Procedure No. Ter VOR-4, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 13 Nov. 65

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
DUC VOR	ADM VOR	Direct	2600	T-DN	300–1	300–1	200–½
				C-DN	500–1	600–1	600–1½
				A-DN	800–2	800–2	800–2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′; over 7-mile DME Fix, 1500′.
Crs and distance, 7-mile DME Fix to airport, 044°—2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9 miles after passing ADM VOR, climb to 2700′ on ADM VORTAC, R 044° within 20 miles.

City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762′; Fac. Class., L-BVORTAC; Ident., ADM; Procedure No. VOR-DME-1. Amdt. Orig.; Eff. date, 25 Dec. 65

Fort Myers RBn	FMY VOR	Direct	1500	T-dn	300–1	300–1	200–½
				C-dn	600–1	600–1	600–1½
				S-dn-4*	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2
				If aircraft equipped with operating DME or ADF receivers and FMY RBn or the 4.4-mile DME Fix identified, the following minimums apply:			
				C-dn	400–1	500–1	500–1½
				S-dn-4	400–1	400–1	400–1

Procedure turn S side of crs, 214° Outbnd, 034° Inbnd, 1500′ within 10 miles.
Minimum altitude over the 4.4-mile DME Fix or FMY RBn on final approach crs, 600′; over FMY VOR, 400′.
Crs and distance, 4.4-mile DME Fix or FMY RBn to breakoff point, 034°—3.3 miles; breakoff point to approach end of runway, 046°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, make right turn, intercept R 060°, FMY VOR, climb to 1500′ within 20 miles of FMY VOR.
NOTE: When authorized by ATC, Fort Myers DME may be used for an 8-mile orbit from R 115° clockwise thru R 354° at 1500′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
*Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–180°—2100′; 180°–270°—1200′; 270°–360°—1500′.

City, Fort Myers; State, Fla.; Airport name, Page Field; Elev., 17′; Fac. Class., L-BVORTAC; Ident., FMY; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 27 Nov. 65

JVL VORTAC	10-mile DME Fix, R 035°	Direct	2500	T-dn	300–1	300–1	200–½
				Minimums when control zone effective:			
				C-dn*	600–1	600–1	600–1½
				S-dn-22#*	600–1	600–1	600–1
				A-dn*	800–2	800–2	800–2
				Minimums when control zone not effective: ¢			
				C-dn	700–1	700–1	700–1½
				S-dn-22	700–1	700–1	700–1
				A-dn	NA	NA	NA

Procedure turn N side of crs, 035° Outbnd, 215° Inbnd, 2500′ between 10- and 20-mile DME Fix, R 035°.
Minimum altitude over 10-mile DME Fix, R 035° on final approach crs, 2200′.
Crs and distance, 10-mile DME Fix, R 035° to airport, 215°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.2-mile DME Fix, R 035°, climb to 2400′ on R 236° of JVL VORTAC within 10 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.
NOTES: (1) Approach control available through Rockford, Ill., control tower. (2) When authorized by ATC, JVL DME may be used to position aircraft for straight-in approach at 2500′ between R 335° clockwise to R 108° via 16-mile DME Arc with the elimination of procedure turn.
¢Obtain Rockford, Ill., altimeter setting.
*These minimums apply at all times for those air carriers with approved weather reporting service.
#600–¾ authorized with operative high-intensity runway lights, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°–090°—2200′; 090°–180°—2400′; 180°–270°—2600′; 270°–360°—2400′.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808′; Fac. Class., BVORTAC; Ident., JVL; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

Camp Int	OGG VORTAC	Direct	6000	T-dn#	300–1	300–1	200–½
13-mile DME Fix, R 320°	13-mile DME Fix, R 027°	13-mile ARC	1500	C-dn	600–1	600–1	600–1½
13-mile DME Fix, R 069°	13-mile DME Fix, R 027°	13-mile ARC	1500	A-dn	800–2	800–2	800–2
13-mile DME Fix, R 027°	5-mile DME Fix, R 027°	Direct	1000	When 5-mile DME Fix, OGG, R 027°, received minimums become:			
				S-dn-20	500–1	500–1	500–1

Procedure turn W side of crs, 027° Outbnd, 207° Inbnd, 1500′ within 20 miles. Beyond 20 miles not authorized.
When authorized by ATC, DME may be used within 15 miles between R 320° clockwise to 069° at 1500′ to position aircraft for final approach with elimination of procedure turn.
Minimum altitude over facility on final approach crs, 700′; 600′ if 5-mile DME Fix received; 1000′ over 5-mile DME Fix.
Facility on airport. Breakoff point to Runway 20, 200°—1 mile (1.5 DME).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OGG VORTAC, turn left to 360°, intercept R 027°, climbing to 3000′ within 20 miles, reverse crs and climb to 5000′ to VORTAC, or when authorized by ATC and DME operating, proceed to 13-mile DME Fix, R 027° at 3000′ and hold NE.
CAUTION: (1) 570′ tower, 4 miles W of airport. (2) Runway 20 restricted to 5290′ available for landings due trees in approach path.
#Takeoff minimums Runways 23, 20, and 17 are 600–1, and all aircraft must cross airport, under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
MSA within 25 miles of facility: 000°–090°—4300′; 090°–180°—12,100′; 180°–270°—7800′; 270°–360°—7000′.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57′; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Porpoise Int (21-mile DME Fix, R 320°)	10-mile DME Fix, R 320°	Direct	3000	T-dn#	300-1	300-1	200-½
10-mile DME Fix, R 320°	1-mile DME Fix, R 320° (final)	Direct	700	C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn not authorized.
Straight-in from Porpoise Int (21-mile DME Fix, R 320°) only.
Facility on airport.
Minimum altitude on final approach crs, 700′ at 1-mile DME Fix.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1-mile DME Fix of OGG VORTAC, turn left to 360°, intercept R 027° climbing to 3000′, proceed to 13-mile DME Fix, R 027°. Hold NE.
NOTE: This procedure authorized for DME equipped aircraft only.
CAUTION: (1) 570′ tower, 4 miles W of airport. (2) Runway 20 restricted to 5290′ available for landing due trees in approach path.
#Takeoff minimums Runways 23, 20, and 17 are 600-1, and all aircraft must cross airport under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
MSA within 25 miles of facility: 000°-090°—4300′; 090°-180°—12,000′; 180°-270°—7800′; 270°-360°—7000′.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57′; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. date, 25 Dec. 65

Harpoon Int	Mango Int (17-mile DME Fix, OGG, R 190°).	Direct	4000	T-dn#	300-1	300-1	300-1
				C-dn	700-1	700-1	700-1½
Mango Int (17-mile DME Fix, OGG, R 190°).	Int OGG, R 190° and LNY, R 081° (9.8-mile DME Fix, OGG, R 190°).	Direct	3000	A-dn	800-2	800-2	800-2
				When 5-mile DME Fix, OGG, R 190° received minimums become:			
Int OGG, R 190° and LNY, R 081° (9.8-mile DME Fix, OGG, R 190°.	OGG VORTAC (final)	Direct	800	C-dn	600-1	600-1	600-1½
				S-dn-35	500-1	500-1	500-1

Procedure turn not authorized.
Straight-in from Mango Int (17-mile DME Fix, OGG, R 190°) only.
Minimum altitude over facility on final approach crs, 800′; 600′ if 5-mile DME Fix, R 190° received.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OGG VORTAC, make right turn and climb on R 027° to 3000′ within 20 miles, reverse crs and climb to 5000′ to VORTAC or, when authorized by ATC and DME operating, proceed to 13-mile DME Fix, R 027° at 3000′ and hold NE.
CAUTION: (1) 570′ tower, 4 miles W of airport. (2) Runway 20 restricted to 5290′ available for landing due trees in approach path.
#Takeoff minimums Runway 23, 20, and 17 are 600-1 and all aircraft must cross airport under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
MSA within 25 miles of facility: 000°-090°—4300′; 090°-180°—12,100′; 180°-270°—7800′; 270°-360°—7000′.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57′; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 3, Amdt. Orig.; Eff. date 25 Dec. 65

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-36*	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2
				If aircraft equipped with operating DME and 5-mile DME Fix identified, the following minimums are authorized:			
				C-dn	400-1	500-1	500-1½
				S-dn-36	400-1	400-1	400-1

Procedure turn W side of crs, 170° Outbnd, 350° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 500′; 5-mile DME Fix, 600′.
Crs and distance, breakoff point to Runway 36, 360°—0.3 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OCF VOR climb to 2000′ on R 300° of OCF VOR within 10 miles, return to OCF VOR. Hold S, 170° Outbnd, 350° Inbnd, 1-minute left turns.
NOTE: When authorized by ATC, Ocala DME may be used for an 8-mile orbit from R 128° clockwise thru R 212° at 1600′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
*Reduction below ¾ mile not authorized.
#Limited weather information available to public. Alternate usage authorized for air carriers only.
MSA within 25 miles of facility: 000°-360°—1500′.

City, Ocala; State, Fla.; Airport name, Ocala Municipal (Jim Taylor Field); Elev., 81′; Fac. Class., BVORTAC; Ident., OCF; Procedure No. VOR/DME No. 1, Amdt. ; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 17 Apr. 65

FNT VORTAC	12-mile Fix, R 278°	Direct	1900	T-dn	300-1	300-1	200-½
12-mile Fix, R 278°	17.5-mile Fix, R 278°	Direct	1400	C-dn	700-1	700-1	700-1½
				S-dn-28	700-1	700-1	700-1
				A-dn	NA	NA	NA

Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 1900′. Minimum altitude over 12-mile DME Fix, 1900′.
Crs and distance, facility to airport, 278°—17.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 17.5-mile DME Fix, R 278°, climb to 2200′, turn right and proceed to FNT VORTAC via R 278° or when directed by ATC, climb to 2200′, turn right and return to 12-mile DME Fix, R 278°.
NOTE: Approach controlled by Flint approach control. Close flight plan with Flint by radio or long distance phone immediately upon landing.
MSA within 25 miles of facility: 000°-090°—2200′; 090°-180°—2600′; 180°-270°—2200′; 270°-360°—2600′.

City, Owosso; State, Mich.; Airport name, Owosso City; Elev., 740′; Fac. Class., BVORTAC; Ident., FNT; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 9 Oct. 65

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AMP RBn	PIE VOR	Direct	1600	T-dn#	300–1	300–1	200–½
Landfall 8-mile DME/Radar Fix	PIE VOR (final)	Direct	1600	C-d	700–1	700–1	700–1½
				C-n	700–2	700–2	700–2
				S-d-9*	700–1	700–1	700–1½
				S-n-9*	700–2	700–2	700–2
				A-dn	800–2	800–2	800–2
				If 5-mile DME or Radar Fix on R 063° received, the following minimums are authorized:			
				C-dn	500–1	500–1	500–1½
				S-dn-9*	500–1	500–1	500–1

Radar available.
Procedure turn S side of crs, 243° Outbnd, 063° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′; at 5-mile DME or Radar Fix on R 063°, 700′.
Crs and distance, facility to airport, 063°—8.7 miles; 5-mile DME or Radar Fix on R 063° to airport, 063°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing 5-mile DME or Radar Fix or 8.7 miles after passing PIE VOR, turn left, climb to 1600′ and return direct to PIE VOR or, when directed by ATC, turn left, climb to 1500′ and proceed direct to TP LJM.
NOTE: When authorized by ATC, DME orbits may be used from R 132° clockwise through R 334° within 8 miles at 1600′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
CAUTION: 210′ radio tower, 1 mile WSW of airport.
Other change: Deletes transition from Culpepper Int.
#200–½ absolute minimum for takeoff Runway 27.
*Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—1600′; 090°–180°—2200′; 180°–270°—1600′; 270°–360°—1400′.

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27′; Fac. Class., BVORTAC; Ident., PIE; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 25 Apr. 64

10-mile DME Fix, R 075°	DLS VOR (final)	Direct	2700	T-dn%	1000–1	1000–1	1000–1
				C-dn	1500–1	1500–1	1500–1½
				A-dn	1500–2	1500–2	1500–2

Procedure turn S side of crs, 075° Outbnd, 255° Inbnd, 3900′ within 10 miles.
Final approach from holding pattern at DLS VORTAC not authorized; procedure turn required.
Minimum altitude over facility on final approach crs, 2700′.
Crs and distance, facility to airport, 249°—11.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing DLS VOR, or at 6-mile DME Fix, R 249°, turn left, return to DLS VOR, climb to 3900′ on R 075° of the DLS VOR within 10 miles. All maneuvering S of R 075°.
CAUTION: High terrain W thru NE of airport.
NOTES: (1) Operations from 6 miles to airport must be conducted in accordance with visual flight rules. (2) When authorized by ATC, DME may be used between R 075° clockwise to R 172° within 10 miles at 3900′ to position aircraft for straight-in approach with elimination of the procedure turn.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb visually over the airport to 1200′, thence climb direct to DLS VORTAC to cross DLS VORTAC at or above 2700′.
MSA within 25 miles of facility: 000°–090°—5200′; 090°–180°—3700′; 180°–270°—5600′; 270°–360°—6900′.

City, The Dalles; State, Oreg.; Airport name, The Dalles Municipal; Elev., 243′; Fac. Class., H–BVORTAC; Ident., DLS; Procedure No. VOR/DME No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 16 Oct. 65

				T-dn	300–1	300–1	200–½
				C-d	600–1	600–1	600–1½
				C-n	600–2	600–2	600–2
				A-dn*	NA	NA	NA
				If aircraft equipped with dual VOR or VOR/DME receivers and Fairfax Int/DME Fix identified, the following minimums apply:			
				C-dn	500–1	500–1	500–1½

Procedure turn N side of crs, 296° Outbnd, 116° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′; over Fairfax Int/DME Fix, 700′.
Crs and distance, facility to airport, 099°—8.1 miles; Fairfax Int/DME Fix, 099°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing the VOR or 5.4 miles after passing Fairfax Int/DME Fix, make climbing left turn to 2200′, return to the VOR and hold NW, 116° Inbnd, 296° Outbnd, 1-minute left turns.
NOTES: (1) This procedure usable only between the hours of 0600 and 2200 when Alma FSS is in operation, except scheduled air carrier with approved communication service. (2) *Alternate minimums 800–2 authorized for air carriers only; provided such air carriers have approval of their arrangements for weather service at this airport. Weather service not available to the general public.
CAUTION: Night landings not authorized Runway 36, night takeoffs not authorized Runway 18.
MSA within 25 miles of facility: 000°–090°—1600′; 090°–180°—1800′; 180°–270°—2300′; 270°–360°—1600′.

City, Waycross; State, Ga.; Airport name, Waycross-Ware County; Elev., 142′; Fac. Class., L–BVORTAC; Ident., AYS; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 2 Oct. 65

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Augusta VOR	LOM	Direct	1800	T-dn	300-1	300-1	#200-½
Augusta RBn	LOM	Direct	1800	C-dn	600-1	600-1	600-1½
Mallard Int	LOM	Direct	2000	S-dn-35*	200-½	200-½	200-½
Trenton Int	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Clarice Int	LOM	Direct	2000				
Shell Bluff Int	LOM (final)	Direct	1500				

Procedure turn W side of crs, 169° Outbnd, 349° Inbnd, 1600' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1500'.
Altitude of glide slope and distance to approach end of runway at OM, 1470'—4.5 miles; at MM, 332'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on 349° crs from LOM within 10 miles or, when directed by ATC, turn left and climb to 2000' on 347° crs, Augusta RBn within 20 miles or, turn left, climb to 2000' and proceed direct to AGS VOR.
CAUTION: Antenna tower, 1883'—6 miles ENE Bush Field.
#300-1 required on Runways 8-26.
*500-¾ required when glide slope not utilized. 500-½ authorized with operative ALS, except for 4-engine turbojet.

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Class., ILS; Ident., I-AGS; Procedure No. ILS-35, Amdt. 12; Eff. date, 25 Dec. 65; Sup. Amdt. No. 11; Dated, 1 May 65

Lawson RBn	LOM	Direct	2200	T-dn	300-1	300-1	200-½
Columbus VOR	LOM	Direct	2200	C-dn	500-1	500-1	500-1½
Marvyn Int	LOM	Direct	2200	S-dn-5*	300-¾	300-¾	300-¾
Geneva Int	LOM	Direct	2200	A-dn	600-2	600-2	600-2
Seale Int	LOM (final)	Direct	2200				

Procedure turn W side of crs, 233° Outbnd, 053° Inbnd, 2200' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2200'.
Altitude of glide slope and distance to approach end of runway at OM, 2157'—6 miles; at MM, 623'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2200' proceed to Geneva Int via 045° bearing from SG LMM or, when directed by ATC, climb to 2200', turn left and return direct to LOM.
NOTE: No approach lights.
*500-¾ required when glide slope inoperative. Reduction not authorized.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., ILS; Ident., I-CSG; Procedure No. ILS-5, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 10 Oct. 64

DAB VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Barberville Int	LOM	Direct	1600	C-dn	400-1	500-1	500-1½
Lake Helen Int	LOM	Direct	1600	S-dn-6*	300-¾	300-¾	300-¾
Smyrna Int	LOM	Direct	1500	A-dn	600-2	600-2	600-2
Woodruff Int	LOM (final)	Direct	1400				

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1400'.
Altitude of glide slope and distance to approach end of runway at OM, 1378'—4.7' miles; at MM, 238'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on NE crs ILS, make left turn and proceed to Daytona Beach VOR via the R 140° or, when directed by ATC, climb to 1500' on NE crs, ILS, make right turn and proceed direct to LOM.
*400-¾ required with glide slope inoperative. Reduction below ¾ mile not authorized.

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Municipal; Elev., 34'; Fac. Class., ILS; Ident., I-DAB; Procedure No. ILS-6, Amdt. 7; Eff. date, 25 Dec. 65; Sup. Amdt. No. 6; Dated, 29 May 65

De Pere Int	LOM (final)	Direct	2200	T-dn%#	300-1	300-1	200-½
OSH VOR	De Pere Int	Direct	2500	C-dn	400-1	500-1	500-1½
Pine Grove Int	LOM	Direct	3000	S-dn-6¢$	200-½	200-½	200-½
Wolf Int	LOM	Direct	2300	A-dn	600-2	600-2	600-2
Bear Creek Int	LOM	Direct	2300				
GRB VOR	LOM	Direct	2300				
Sherwood Int	LOM	Direct	2300				
Stadium Int	LOM	Direct	2300				
Waffle Int	LOM	Direct	2300				
Nicollet Int	LOM	Direct	3000				
Freedom Int	LOM	Direct	2300				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2200'.
Altitude of glide slope and distance to approach end of runway at OM, 2138'—5 miles; at MM, 882'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 2300', proceed direct to LOM or, when directed by ATC, (1) make left-climbing turn to 2300', proceed direct to GRB VOR or (2) Climb to 2300' on NE crs GRB ILS within 20 miles.
NOTE: When authorized by ATC, GRB DME may be used to position aircraft for straight-in approach at 2300' between R 320° counterclockwise to R 215° via 12-mile DME Arc with the elimination of procedure turn.
%When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between R 113° and R 155° inclusive of the GRB VOR due to 2049' tower, 7 miles SE of airport.
¢400-1 required when glide slope not utilized. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
$RVR 2400'. Descent below 894' not authorized unless approach lights are visible.
#RVR 2400'. Authorized Runway 6.

City, Green Bay; State, Wis.; Airport name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. 8; Eff. date, 25 Dec. 65; Sup. Amdt. No. 7; Dated, 10 July 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bayshore VHF Int	Flagler VHF Int (final)	Direct	1500	T-dn	300–1	300–1	200–½
BSY VOR	Flagler VHF Int	Direct	1500	C-dn	500–1	500–1	500–1½
				S-dn-27R%	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn N side of crs, 087° Outbnd, 267° Inbnd, 1500′ within 10 miles of Flagler VHF Int.
Minimum altitude over Flagler VHF Int on final approach crs, 1500′.
Crs and distance, Flagler VHF Int to airport, 267°—4.4 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing Flagler VHF Int, climb to 1500′ on W crs of ILS within 20 miles.
NOTES: (1) Approach from Bayshore VHF Int or a holding pattern at Bayshore, right turns, 267° Inbnd may be used in lieu of procedure turn when authorized by Miami approach control. (2) %Reduction below ¾ mile not authorized.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9′; Fac. Class., ILS; Ident., I-MFA; Procedure No. ILS-27R (back crs), Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 1 Feb. 64

Nantucket VOR	AC LOM	Direct	1700	T-dn	300–1	300–1	200–½
Craigville Int	AC LOM	Direct	1700	C-dn	400–1	500–1	500–1½
				S-dn-24*	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2

Radar available.
Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1600′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 1600′.
Altitude of glide slope and distance to approach end of runway at OM, 1515′—4.4 miles; at MM, 266′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 1600′ and return to AC LOM. Hold NE of AC LOM, 240° Inbnd, right turns, 1 minute.
CAUTION: 342′ tower, 2.6 miles W of airport; 650′ Loran antenna, 3 miles ESE of airport.
Other change: Delete tower operating note.
*400–1 required when glide slope inoperative. 400–½ authorized, except for 4-engine turbojet aircraft, with operative ALS. 400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Nantucket; State, Mass.; Airport name, Nantucket Memorial; Elev., 47′; Fac. Class., ILS; Ident., I-ACK; Procedure No. ILS-24, Amdt. 5; Eff. date, 25 Dec. 65; Sup. Amdt. No. 4; Dated, 14 Nov. 64

PIE VOR	LOM	Direct	1500	T-dn%#	300–1	300–1	200–½
AMP RBn	LOM	Direct	1500	C-dn	500–1	500–1	500–1½
Wilson Int	LOM (final)	Direct	1200	S-dn-18L*##	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2

Radar available.
Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 1400′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1200′.
Altitude of glide slope and distance to approach end of runway at LOM, 1171′—4 miles; at MM, 215′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right to 225°, climb to 1600′ on R 080°/R 260°, PIE VOR within 20 miles or, when directed by ATC, climb to 1600′ on S crs of ILS or 181° crs from LOM within 20 miles.
CAUTION: 210′ radio tower, 1 mile WSW of airport.
%200–½ absolute minimum for takeoff Runway 27.
#RVR 2400′ authorized 18L.
##RVR 2400′. Descent below 227′ not authorized unless approach lights are visible.
*400–¾ (RVR 4000′) required when glide slope not utilized. 400–½ (RVR 2400′) authorized, with operative ALS, except for 4-engine turbojets.

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27′; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-18 L, Amdt. 22; Eff. date, 25 Dec. 65; Sup. Amdt. No. 21; Dated, 19 June 65

Utica VOR	BKG RBn	Direct	3100	T-dn	300–1	300–1	200–½
Vernon Int	BKG RBn	Direct	2800	C-dn	400–1	500–1	500–1½
Lakeport Int	BKG RBn	Direct	2600	S-dn-15*	300–1	300–1	300–1
Westlake Int	BKG RBn (final)	Direct	2600	A-dn	800–2	800–2	800–2

Radar available.
Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 2600′ within 10 miles.
Minimum altitude over BKG RBn on final approach crs, 2600′.
Crs and distance, BKG RBn to airport, 149°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBn, climb straight ahead to 3200′ direct to UTI RBn. Hold SE of RBn, 329° Inbnd, 1-minute right turns.
#Reduction not authorized.

City, Utica; State, N.Y.; Airport name, Oneida County; Elev., 742′; Fac. Class., ILS; Ident., I-UCA; Procedure No. ILS-15 (back crs), Amdt. Orig.; Eff. date, 25 Dec. 65

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
0°	360°	0–8 miles	3600	T-dn	300–1	300–1	300–1
4 miles either side of localizer crs	From transmitter to 20 miles NE		3600	C-dn	800–1	800–1½	800–2
	20 miles to 23 miles NE		4000	S-dn-22*#	700–1	700–1	700–1
All other airway segments		0–35 miles	Published MEA.	S-dn-4#	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2
All areas outside of airways:							
095°	220°	8–35 miles	8500				
220°	330°	8–35 miles	5000				
330°	095°	8–35 miles	6000				

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 22: Climb to 4000′ on 224° crs from LOM within 20 miles. Runway 4: Climb to 3600′ on 044° crs from BON RBn within 15 miles.

#Reduction not authorized.

*Maintain 2300′ until passing 2½-mile Radar Fix on final.

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519′; Fac. Class and Ident., Tri-City Radar; Procedure No. 1, Amdt. Orig; Eff. date, 20 Dec. 65

		Within:		Surveillance approach			
300	180	25 miles	2000				
180	300	15 miles	1600	T-dn	300–1	300–1	200–½
180	300	15–25 miles	2700	C-dn	500–1	500–1	500–1½
				S-dn-5, 23, 13*	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

All bearings and distances are from radar site on Robins Air Force Base with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 5: Climb to 2000′ on R 055° of MCN VOR within 20 miles. Runway 23: Climb to 2000′ on R 227° of MCN VOR within 20 miles. Runway 13: Turn right, climb to 2000′ on R 227° of MCN VOR within 20 miles.

NOTE: Radar control must provide 1000′ vertical clearance within a 3-mile radius of 751′ tower, 5.5 miles S and 848′ tower, 6.5 miles NE of airport.

*Reduction below ¾ mile not authorized.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354′; Fac. Class. and Ident., Macon Radar; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 31 July 65

		Within:		Surveillance approach			
050°	185°	20 miles	1900				
185°	040°	20 miles	1800	T-dn*	300–1	300–1	200–½
				C-dn#	500–1	500–1	500–1½
				S-dn-9¢	400–1	400–1	400–1
				S-dn-17, 27$	400–1	400–1	400–1
				S-dn-3, 21	400–1	400–1	400–1
				S-dn-35¢@	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000′ vertical separation from following towers: 1349′—9.7 miles NE, 1340′—8 miles NE, 975′—9.2 miles NE, and 1333′—8.7 miles NE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 27 and 21: Climb to 1900′ on R 257°, MEM VORTAC within 15 miles. Runways 3 and 9: Turn right, climb to 1900′ on R 109°, MEMVORTAC within 15 miles. Runway 35: Turn right, climb to 1900′ on R 109°, MEM VORTAC within 15 miles. Runway 17: Turn right, climb to 1900′ on R 257°, MEM VOTRAC within 15 miles.

NOTE: TDZ–35, CL 35/17, VASI 27.

*AIR CARRIER NOTE: Takeoff with less than 200–½ not authorized on Runways 14–32.

¢400–¾ (RVR 4000′) authorized, with HIRL, except for 4-engine turbojets. 400–½ (RVR 2400′) authorized, with ALS, except for 4-engine turbojets.

$400–¾ authorized, with HIRL, except for 4-engine turbojets.

@Radar will not descend aircraft below 800′ until 2 miles from approach end of Runway 35.

City, Memphis; State, Tenn.; Airport name, Memphis Metropolitan; Elev., 331′; Fac. Class. and Ident., Memphis Radar; Procedure No. 1, Amdt. 14; Eff. date, 25 Dec. 65; Sup. Amdt. No. 13; Dated, 9 Dec. 65

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on November 18, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 66–193; Filed, Jan. 5, 1966; 8:50 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Housing and Home Finance Agency

Effective on publication in the FEDERAL REGISTER, paragraph (c) and subparagraph (1) thereunder of § 213.3144, having expired by its own terms, is revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66–162; Filed, Jan. 5, 1966; 8:50 a.m.]

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314 is amended to show that the position of Chairman of the Advisory Board of the Inland Waterways Corporation is no longer excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (b) of § 213.3314 and subparagraph (1) thereunder are revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66–160; Filed, Jan. 5, 1966; 8:50 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show the exception under Schedule C of two positions of Confidential Secretary to the Assistant Secretary for Program Coordination. Effective on publication in the FEDERAL REGISTER, paragraph (k) and subparagraph (1) thereunder are added to § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

* * * * *

(k) *Office of the Assistant Secretary for Program Coordination.*

(1) Two Confidential Secretaries to the Assistant Secretary.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66–161; Filed, Jan. 5, 1966; 8:50 a.m.]

PART 550—PAY ADMINISTRATION (GENERAL)

Subpart G—Severance Pay

A new Subpart G is added to Part 550 to provide the regulations governing severance pay authorized by section 9 of the Federal Employees Salary Act of 1965 and Executive Order 11257 of November 13, 1965. Subpart G, which is effective October 29, 1965, reads as follows:

Sec.
550.701 Coverage.
550.702 Entitlement.
550.703 Definitions.
550.704 General provisions.
550.705 Failure to accompany activity.
550.706 Resignation in lieu of involuntary separation.
550.707 Postponement of payments.
550.708 Service with county committees.

AUTHORITY: The provisions of this Subpart G issued under sec. 9(c) of P.L. 89–301, 79 Stat. 1119 and E.O. 11257.

§ 550.701 Coverage.

(a) *Departments.* This subpart applies to: (i) The executive departments and independent establishments in the executive branch of the Federal Government, including corporations wholly owned or controlled by the United States; (ii) the Library of Congress; (iii) the Government Printing Office; (iv) the General Accounting Office; and (v) the municipal government of the District of Columbia.

(b) *Employees.* (1) Except as provided by subparagraph (2) of this paragraph and section 9(b) of the act, this subpart applies to each full-time and part-time officer and employee of a department, with a regularly prescheduled tour of duty within each administrative workweek, and to each hourly officer and employee in the postal field service, who is serving (i) under a career or career-conditional appointment in the competitive service or under their equivalent in the excepted service; (ii) under an indefinite appointment in the competitive service made under the indefinite-appointment system that preceded the career-conditional appointment system; (iii) under an indefinite appointment without time limitation in the excepted service; (iv) under an overseas limited appointment without time limitation; (v) as a status quo employee including one who becomes an indefinite employee upon promotion, demotion, or reassignment.

(2) This subpart does not apply to an employee who, at the time of separation from the service, is offered and declines to accept an equivalent position in his department in the same commuting area, including a department to which the employee with his function is transferred in a transfer of functions between departments. For purposes of this subparagraph, an equivalent position is one of like seniority, tenure, and pay other than a retained rate.

§ 550.702 Entitlement.

This subpart and section (9) of the act apply to the computation and payment of severance pay to an employee who is involuntarily separated from the service, not by removal for cause on charges of misconduct, delinquency, or inefficiency.

§ 550.703 Definitions.

In this subpart:

(a) "Act" means the Federal Employees Salary Act of 1965 (Act of October 29, 1965; 79 Stat. 1111; Public Law 89–301).

(b) "Basic compensation" means the rate of compensation fixed by law or administrative action for the position held by an employee at the time of separation before any deductions and exclusive of additional compensation of any kind.

(c) "Department" means a department or agency to which this subpart applies under section 550.701(a).

(d) "Employee" means an officer or employee to whom this subpart applies and includes the recipient of severance pay under the act and this subpart.

(e) "Severance pay fund" means the total severance pay to which an employee is entitled under the act.

(f) "Total severance pay" means the amount of severance pay payable to the employee as computed under section 9(d) of the act.

§ 550.704 General provisions.

(a) *Payment of severance pay.* On an employee's separation, the department shall compute his severance pay fund, and shall pay him at the same pay period intervals as if still employed the same amount as his basic compensation for the pay period immediately before separation until the severance pay fund is exhausted, except that the final payment shall consist only of that portion of the severance pay fund remaining.

(b) *Computation of severance pay.* (1) In computing an employee's civilian service under section 9(d) of the act, the department shall include all service that is creditable in determining an employee's years of service for leave accrual rate purposes under the Annual and Sick Leave Act of 1951, as amended (5 U.S.C. 2061 et seq.) except that military service which does not interrupt otherwise creditable civilian service may not be counted.

(2) In computing an employee's total years of creditable civilian service under subparagraph (1) of this paragraph, the department shall credit him with each full year and with 25 percent of a year for each 3 months of creditable civilian service that exceeds 1 or more full years.

(3) In computing an employee's years of age over 40 for the age adjustment allowance under section 9(d) of the act, the department shall credit him with 25 percent of a year for each 3 months that his age exceeds 40.

(4) (i) For entitlement to severance pay under section 9(b)(2) of the act, the appointment without time limitation must be one of the appointments specified in section 550.701(b)(1) and the termination from that appointment must have resulted from an involuntary separation not by removal for cause on charges of misconduct, delinquency, or inefficiency. (ii) If an employee retains entitlement to severance pay under sec-